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Ontario. Transportation, Royal Commission on

Ontario. Dept. of Highways.
re. Royal Commission on Highway Transportation.

Answers from
Department of Highways

This Volome Does Not Contain :—

Pages 82-96 (Motor Vehicle Registrations)

Photostat re Accident Statistics pp 40.

Copy of Highway Traffic Act.

The Village of Fort Erie

LOCAL IMPROVEMENT NOTICE

ONTARIO

THE PUBLIC VEHICLE ACT

Department of Public Highways
MOTOR VEHICLES BRANCH
TORONTO

1930

Printed by order of the Legislative Assembly of the Province of Ontario
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ONTARIO

THE PUBLIC VEHICLE ACT

Department of Public Highways
MOTOR VEHICLES BRANCH
TORONTO

1930

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The Public Vehicle Act

R.S.O. 1927, Chap. 252,

(as amended by 1928, Chap. 43, s. 2.)

HIS MAJESTY, by and with the advice and consent of the Legislative Assembly of the Province of Ontario, enacts as follows:

1. In this Act,— Interpretation.

(*a*) "Department" shall mean Department of Public Highways; "Department."

(*b*) "Highway" shall mean highway as defined by *The Highway Traffic Act;* "Highway." Rev. Stat. c. 251.

(*c*) "Public vehicle" shall mean a motor vehicle operated by or on behalf of any person carrying on upon the highway the business of a public carrier of passengers, or passengers and express freight which might be carried in a passenger vehicle, but shall not include the cars of electric or steam railways running only upon rails, nor motor vehicles operated solely within the corporate limits of one urban municipality; "Public vehicle."

(*d*) "Toll" shall mean any fee or rate charged, levied or collected by any person for the carriage of passengers and express freight by a public vehicle. R.S.O. 1927, c. 252, s. 1. "Toll."

License for public vehicles.

2.—(1) No person shall conduct upon a highway by means of a public vehicle, the business of a public carrier of passengers, or passengers and express freight, unless licensed so to do by the Department.

Penalty.

(2) Any person who violates the provisions of subsection 1 shall incur, for the first offence, a penalty of not less than $10 and not more than $25; for the second offence, not less than $50 and not more than $100; and for the third offence, not less than $100 and not more than $200.

Terms of license.

(3) The license for such purpose may be issued upon such terms and subject to such regulations and restrictions as the Lieutenant-Governor in Council may prescribe.

Permits.

(4) The Department may issue permits conferring special, exclusive or limited rights with respect to public vehicles so licensed and with respect to any highway or highways or portions thereof, named and described in said special permits.

Number of passengers and tonnage of freight.

(5) The license and permit issued by the Department shall fix the number of passengers or tonnage of express freight which each public vehicle shall carry, and no vehicle shall at any time carry more passengers or more tonnage than is fixed by the said license.

Permits in special cases.

(6) A permit conferring exclusive rights for the operation of a public vehicle shall not preclude the granting of a permit for the operation of any public vehicle on the same highway or any portion thereof where the granting of such lastmen-

tioned permit appears to the Department to be necessary in the public interest in order to enable passengers or express freight to be carried to any terminal point from areas or terminal points other than those named in such exclusive permit.

(7) The fees for such licenses or permits may be based upon a proportion of the receipts, mileage travelled or number or amount of passengers, or passengers and express freight, or upon any other basis which the Department may deem advisable. Fees.

(8) The fees for licenses and permits for public vehicles shall be in addition to any fee imposed under *The Highway Traffic Act*, or any other Act. Application fees imposed under Rev. Stat. c. 251.

(9) Every public vehicle shall, while being operated upon a highway, have attached to and exposed on each side thereof, in a conspicuous position, a license plate issued by the Department showing in plain figures the number of the license issued for such vehicle for the current year. R.S.O. 1927, c. 252, s. 2. License plate—what to show.

3.—(1) Subject to the provisions of subsection 2, a person holding a license or permit under the provisions of this Act may operate his vehicle in and through any municipality covered by such license or permit without holding a license under the provisions of any by-law of any such municipality except where he takes on passengers or express freight within the limits of a municipality and discharges such passengers or express freight within the limits of that municipality. Municipal license—when required.

Designation of streets.

(2) The corporation of any such municipality may, with the approval of the Department, designate by by-law, the streets within the municipality over which the person holding such permit may operate his vehicle. R.S.O. 1927, c. 252, s. 3.

Payment of annual charge to city.

4. A by-law may be passed by the council of any city requiring a person holding a license or permit under the provisions of this Act, and who operates a public vehicle over a route partly within and partly without the limits of such city to also pay to the corporation of such city a fee or charge not being in the nature of a license fee. Such by-law shall not come into effect unless and until approved by the Department, and the Department shall fix the fee to be charged. 1928, c. 43, s. 2.

Tolls.

5.—(1) No tolls shall be charged until a tariff of such tolls has been filed with and approved by the Department, nor shall any tolls be charged under any tariff or portion thereof disallowed by the Department, nor shall any person charge, levy and collect any toll for any service as a common carrier except under the provisions of this Act.

Tariffs of tolls to be approved by Department.

(2) A tariff of tolls approved by the Department shall be subject to revision by the Department at any time, and no tolls shall thereafter be charged except in accordance with such revised tariff. R.S.O. 1927, c. 252, s. 5.

Power to cancel or suspend license.

6. The Department may at any time cancel or suspend the license issued for any public vehicle by reason of a breach of this Act or *The Highway Traffic Act*, or of the regulations made under this Act or *The Highway Traffic Act*. R.S.O. 1927, c. 252, s. 6.

Rev. Stat. c. 251.

Approval of Department necessary for transfer of right, privilege, etc.

7. No right, privilege, franchise or license held, owned or obtained by any person under this Act shall be sold, assigned, leased or transferred except with the approval of the Department had and obtained in writing. R.S.O. 1927, c. 252, s. 7.

Inspection.

8. Every public vehicle shall be maintained in a safe and sanitary condition at all times and shall be at all times subject to the inspection of the Department and its duly authorized representatives. R.S.O. 1927, c. 252, s. 8.

Speedometer.

9. Every public vehicle shall be equipped with a standard speedometer which shall be maintained in good working order. R.S.O. 1927, c. 252, s. 9.

Lights.

10. Every public vehicle used in the transportation of passengers and having a covered top or top up, shall maintain a light or lights of not less than two candle power each within the vehicle and so arranged as to light up the whole of the interior of the vehicle, and such light or lights shall be kept constantly lighted between the hours of sunset and sunrise at all times when such vehicle is occupied by passengers. R.S.O. 1927, c. 252, s. 10.

Extra tire.

11. Every public vehicle used in the transportation of passengers shall when leaving either terminus be equipped with at least one extra serviceable tire. R.S.O. 1927, c. 252, s. 11.

Brakes.

12. Every public vehicle shall be equipped with satisfactory brakes and such brakes shall at all times be maintained in good condition and with a braking power sufficient to lock the rear wheels of said vehicle when brakes are fully applied and the vehicle is operated at a speed of ten miles per hour. R.S.O. 1927, c. 252, s. 12.

Chains.

13. Every public vehicle used in the transportation of passengers shall at all times carry a set of skid chains which shall be applied to the rear wheels whenever necessary to prevent skidding. R.S.O. 1927, c. 252, s. 13.

Fire extinguisher.

14. Every public vehicle used for the transportation of passengers shall be equipped with a liquid fire extinguisher of a design or type approved by the Department and such extinguisher shall be kept in satisfactory operative condition at all times. R.S.O. 1927, c. 252, s. 14.

Drivers,—qualification of.

15. Drivers of public vehicles shall be at least twenty-one years of age, of good moral character, fully competent to operate the vehicles under their charge and shall hold a license from the Department as required by section 16 of *The Highway Traffic Act*. R.S.O. 1927, c. 252, s. 15.

Rev. Stat. c. 251.

16. No driver or operator of any public vehicle carrying passengers shall drink any intoxicating liquor during the time he is on duty or at any time use intoxicating liquor to excess. R.S.O. 1927, c. 252, s. 16. Prohibition as to drinking.

17. No driver or operator of any public vehicle carrying passengers shall smoke any cigar, cigarette, tobacco or other substance in such vehicle during the time he is driving the vehicle. R.S.O. 1927, c. 252, s. 17. As to smoking.

18. No person owning, controlling, operating or managing any public vehicle used in the transportation of persons or property as a common carrier for compensation shall cause or allow any driver or operator of such public vehicle to work as driver or operator for more than a maximum of ten hours in any twenty-four hour period. R.S.O. 1927, c. 252, s. 18. Maximum of working hours.

19. No driver or operator of any public vehicle for passenger transportation shall refuse to carry any person offering himself or herself at any regular stopping place for carriage and who tenders the regular fare to any regular stopping place on the route of said motor vehicle or between the termini thereof, unless at the time of such offer the seats of said public vehicle are fully occupied, but the driver or operator of a public vehicle may refuse transportation to any person who is in an intoxicated condition or conducting himself in a boisterous or disorderly manner or is using profane or obscene language. R.S.O. 1927, c. 252, s. 19. Right of person to be transported.

Passengers not to be allowed on running board, etc.

20.—(1) No driver or operator shall allow passengers to ride on the running boards, fenders or any part of the vehicle other than the seats thereof, except that a vehicle may carry as standing passengers in the aisles thereof not more than one-third the number of persons for which seats are provided.

Restrictions as to seating.

(2) No driver or operator of a public vehicle used for passenger traffic shall permit or allow on the front seat of such public vehicle more passengers than the seat is designed to carry, exclusive of the driver, or permit or allow any passenger to occupy any other portion of the vehicle forward of the back of the driver's seat.

Beside driver.

(3) No passenger shall be allowed to sit on the front seat to the left of the driver if a left-hand drive motor vehicle, or to the right of the driver if a right-hand drive motor vehicle.

Front seat.

(4) No more than one passenger shall occupy the front seat of any motor vehicle with a touring car body operated by a centre control. R.S.O. 1927, c. 252, s. 20.

Trailers forbidden.

21. Except when specially authorized by the Department, no public vehicle used in the transportation of passengers shall be operated or driven with any trailer or other vehicle attached thereto,

except where a vehicle becomes disabled while on a trip, and is unable to run from its own power, when such disabled car may be towed to the nearest point where repair facilities are available. R.S.O. 1927, c. 252, s. 21. Exception.

22. A public vehicle used for the carriage of passengers shall not carry or transport any luggage, baggage, package, trunk, crate or other load which extends beyond the running board of such vehicle. R.S.O. 1927, c. 252, s. 22. Luggage.

23. Every public vehicle for the carrying of passengers shall have at least two doors or exits, one of which shall be at or near the rear of the vehicle. R.S.O. 1927, c. 252, s. 23. Exits.

24. Every public vehicle shall have placed thereon such amount of insurance, and in a company approved by the Department, as the Department may deem sufficient to safeguard claims of passengers, and owners of express freight in case of collision, fire or other form of accident. R.S.O. 1927, c. 252, s. 24. Insurance.

25. Every person owning or operating a public vehicle shall use a form of bill of lading to be determined and approved by the Department, giving such guarantee as the Department may deem reasonable and expedient. R.S.O. 1927, c. 252, s. 25. Bill of Lading.

Penalty for violation of rights granted by license.

26. Where a license or permit confers exclusive rights with respect to the operation of any public vehicle over a highway or any portion thereof, every person who operates a vehicle on such highway in such manner as to prejudice the exclusive rights granted by the license or permit shall be guilty of an offence under this Act and shall incur a penalty of not less than $25 nor more than $100 for each day upon which such vehicle has been operated. R.S.O. 1927, c. 252, s. 26.

Offences and penalties.

27. Every person who contravenes any of the provisions of this Act or of any regulations made thereunder for which no penalty is provided shall be guilty of an offence and shall incur a penalty for the first offence not exceeding $10, for the second offence not exceeding $20, for the third offence not exceeding $30 and for every subsequent offence not exceeding $50, and every penalty so imposed shall be paid over to the Treasurer of Ontario and shall form part of the Consolidated Revenue Fund and an equivalent amount shall be placed to the credit of The Highway Improvement Fund Account. R.S.O. 1927, c. 252, s. 27.

Recovery of penalties. Rev. Stat. c. 121.

28. The penalties imposed by this Act shall be recoverable under *The Summary Convictions Act*. R.S.O. 1927, c. 252, s. 28.

THE COMMERCIAL VEHICLE ACT, 1936

ONTARIO STATUTES, 1936

CHAPTER 9

Motor Vehicles Branch
Department of Highways
Toronto

Printed by T. E. BOWMAN, Printer to the King's Most Excellent Majesty

5,000—June, 1936

An Act respecting Commercial Vehicles

Assented to April 9th, 1936.

HIS MAJESTY, by and with the advice and consent of the Legislative Assembly of the Province of Ontario, enacts as follows:

Short title.

1. This Act may be cited as *The Commercial Vehicle Act, 1936.*

Interpretation.

2. In this Act,—

"Board."

(*a*) "Board" shall mean Ontario Municipal Board;

"Department."

(*b*) "Department" shall mean Department of Highways;

"Goods."

(*c*) "Goods" shall include all classes of materials, wares and merchandise, live stock and milk;

"Highway." Rev. Stat., c. 251.

(*d*) "Highway" shall mean "highway" as defined in *The Highway Traffic Act*.

"Minister."

(*e*) "Minister" shall mean Minister of Highways; 1934, c. 46, s. 2, cls. (*a*)-(*e*).

"Owner."

(*f*) "Owner" shall mean a person registered under *The Highway Traffic Act* as the owner of a motor vehicle; 1934, c. 46, s. cl. (*f*), *amended.*

"Private Commercial Vehicle."

(*g*) "Private Commercial Vehicle" shall mean a commercial motor vehicle or trailer as defined in *The Highway Traffic Act*, having a registered gross weight of 6,000 pounds or more and operating regularly in the ordinary and usual course of the business of the owner beyond the limits of any urban zone, but shall not include a commercial motor vehicle or trailer custom-

arily used for the transportation from a farm or forest of goods which are the product of such farm or forest and incidentally used for the transportation of other goods, wares or merchandise, the property of the owner of such farm or forest; *New.*

"Public Commercial Vehicle."

(*h*) "Public Commercial Vehicle" shall mean a commercial motor vehicle or trailer as defined in *The Highway Traffic Act*, operated on a highway by, for or on behalf of any person who receives compensation for the transportation of goods and not confined in its operations to any urban zone, but shall not include a commercial motor vehicle or trailer used only for the transportation from a farm or forest of goods other than live stock and milk which are the product of such farm or forest; 1934, c. 46, s. 2, cl. (*g*), *amended.*

"Toll."

(*i*) "Toll" shall mean any fee or rate charged, levied or collected for the transportation of goods or for use of a public commercial vehicle;

"Transportation."

(*j*) "Transportation" shall with respect to goods mean and include the transportation, carriage, shipment, care, handling, storage or delivery thereof;

"Urban Zone."

(*k*) "Urban Zone" shall mean an area consisting of one urban municipality and lands adjacent thereto and within a distance of three miles therefrom. 1934, c. 46, s. 2, cls. (*h-j*).

PART I.

PUBLIC COMMERCIAL VEHICLES.

License required.

3. No person shall conduct upon a highway

by means of a public commercial vehicle the business of transportation of goods unless licensed so to do by the Department under the provisions of this Act. 1934, c. 46, s. 4, *amended.*

Agents.

4.— (1) No person other than a duly authorized agent of an owner of a public commercial vehicle shall carry on the business of an agent for the transportation of goods upon the highways.

Agency authority.

(2) A duly authorized agent of an owner of a public commercial vehicle shall be appointed in writing and such appointment shall be signed by the owner and shall at all times be kept posted up and dispiayed in a conspicuous place on the premises at which such agent conducts the agency business. 1934, c. 46, s. 5, *amended.*

Certificate of Municipal Board.

5.—(1) No license shall be issued to the owner of a public commercial vehicle without the approval of the Board being first obtained as evidenced by a certificate of public necessity and convenience of the said Board furnished to the Department and then only in accordance with such certificate.

Renewals of licenses.

(2) It shall not be necessary to the renewal by the Department of any such license that the approval of the Board be obtained unless the Department shall have referred the application for such renewal to the Board for its approval. 1934, c. 46, s. 6, *amended.*

PART II.

PRIVATE COMMERCIAL VEHICLES.

Private commercial vehicle, necessity for license.

6.—(1) No person shall operate a private commercial vehicle upon a highway unless licensed so to do by the Department under the provisions of this Act.

Applications and questions may be referred to Board.

(2) The Minister may refer any application for a license for a private commercial vehicle or any matter or question relating to any such application to the Board and may require the Board to determine whether any commercial vehicle, which is not a public commercial vehicle, operates regularly beyond the limits of any urban zone, and a statement of the findings of the Board certified by the chairman shall be furnished to the Department. *New.*

PART III.

GENERAL.

Terms of licenses.

7. Licenses issued by the Department shall be subject to the regulations made under the authority of this Act. 1934, c. 46, s. 7.

Regulations.

8. The Lieutenant-Governor in Council, upon the recommendation of the Minister may make regulations:—

(*a*) respecting the issue, extension, renewal, transfer, suspension and revocation of licenses;

(*b*) respecting the payment of fees and the amount and time of payment of such fees;

(*c*) fixing the amount, nature and class of insurance or bond which shall be provided or carried by owners;

(*d*) prescribing the form of bill of lading to be used;

(*e*) respecting the publication, filing and posting of tariffs of tolls, and the payment of tolls;

(*f*) prescribing the method of bookkeeping or accounting to be used and the returns or statements to be filed;

(*g*) prescribing, regulating and limiting the hours of labour for drivers;

(*h*) prescribing the minimum age of drivers and minimum rates of pay or wages for drivers;

(*i*) generally for the better carrying out of the provisions of this Act. 1934, c. 46, s. 8.

Powers of Municipal Board.

9. The Board shall have and may exercise all such powers as may be necessary for the purposes of this Act and the regulations with respect to the matters in which it is thereby, or by order of the Lieutenant-Governor in Council, given jurisdiction. 1934, c. 46, s. 10.

Penalty.

10.—(1) Any person who violates any of the provisions of this Act or any regulation passed thereunder shall be guilty of an offence and shall incur a penalty of not less than $20 and not exceeding $200.

Recovery of penalties.

(2) Any penalty under this Act shall be recovered only with the consent of the Minister.

Rev. Stat., c. 121.

(3) The penalties provided by subsection 1 shall be recoverable under *The Summary Convictions Act*, 1934, c. 46, s. 11, *amended*.

1934, c. 46, repealed.

11. *The Public Commercial Vehicle Act*, being chapter 46 of the Statutes of Ontario, 1934, is repealed.

Commencement of Act.

12. This Act shall come into force on the 1st day of July, 1936.

Regulations Respecting the Licensing of Public Commercial Vehicles

ONTARIO

Motor Vehicles Branch
Department of Highways
Toronto

Approved by Order-in-Council dated 22nd day of February, A.D. 1936.

Form B35—10M—Feb., 1936.

Regulations Respecting the Licensing of Public Commercial Vehicles

1. In these Regulations;
   (a) "King's Highway" shall mean King's Highway as defined in the Highway Improvement Act and such other highways as may be designated by the Minister.
   (b) "Regular Route" shall mean that portion of the highway over which any Public Commercial Vehicle usually or ordinarily operates.
   (c) "Home Terminal" shall mean the municipality in which the operator has his head office located and named in his license.

2. Public Commercial Vehicles are hereby classified as follows:—

Common Carriers on The King's Highway.

(a) **Class "A" Common Carrier**

Any Public Commercial Vehicle operated over a regular route on The King's Highway or to a point NOT on The King's Highway.

Common Carriers on The King's and Other Highways.

(b) **Class "B" Common Carrier**

Any Public Commercial Vehicle operated over a regular route from or to a Home Terminal NOT on The King's Highway or between points NOT on The King's Highway.

Private Carriers One Person's Property.

(c) **Class "C" Private Carrier**

Any Public Commercial Vehicle operated for the transportation of goods belonging to one person only on a trip, from or to the Home Terminal of the operator or such other place or places as may be named in the license of the operator.

Private Carriers More than One Person's Property.

(d) **Class "D" Private Carrier**

Any Public Commercial Vehicle operated under contract filed with and approved by the Department for the transportation of goods and vehicles designed or used exclusively for the transportation of a particular type of goods.

(e) **Class "E" Common Carrier** — **Milk Carriers.**

Any Public Commercial Vehicle operated for the transportation exclusively of milk and cream.

(f) **Class "F" Common Carrier** — **Livestock or other Carriers.**

Any Public Commercial Vehicle operated exclusively for the transportation of livestock, road construction materials, bricks, cement blocks, coal or rough lumber.

The foregoing enumeration of Class "F" carriers shall be deemed partial and shall not operate to exclude the transportation of other such materials which are within the general terms of this section.

(g) **Class "H" Private Carrier** — **Household Goods Furniture.**

Any Public Commercial Vehicle operated exclusively for the transportation of uncrated used household goods, furniture and fixtures.

The Department may grant special written permission to class "A", "B", "C" or "D" operators authorizing the transportation of uncrated used household goods, furniture and fixtures when in the opinion of the Department there is insufficient service provided by a class "H" operator.

Without special written permission no operator other than a class "H" operator shall transport uncrated used household goods, furniture and fixtures.

3. Application for licenses to operate Public Commercial Vehicles or renewals thereof shall be made on the forms prescribed by the Department. — **Licenses.**

4. Unless otherwise provided by order of the Minister, licenses issued pursuant to these Regulations shall expire on the 31st of March next following the date of issue of license, and at the expiration thereof may be renewed by the Department upon like terms and conditions from year to year thereafter, or upon such other terms as may be decided by the Department. — **License Year.**

5. No Public Commercial Vehicle shall at any time be operated contrary to the conditions of or to the restrictions named in the license issued for such vehicle. — **Restrictions.**

Supplemental or Temporary Licenses.

6. Except as provided by paragraph 7 of these Regulations no person who has been granted a license to operate by the Department shall use any vehicle as a Public Commercial Vehicle except those authorized to be used and named in the license.

Substitution of Equipment

7. No substitution of equipment shall be permitted for a longer period than seven days; and, except for carrying the load of a broken-down vehicle to its destination, no substitution at all shall be allowed without permission from the Department. When equipment is disabled, the operator shall communicate at once with the Department by telephone or wire for permission to substitute, following this up by a request in writing in which a full description of both vehicles is given.

Interruption of Service.

8. No person shall discontinue the operation of a scheduled service without first having given to the Department at least ten days' notice in writing of his intention to discontinue such service. Discontinuance of service for a period of seven consecutive days without the written consent of the Department shall be cause for the suspension of license issued by the Department.

Passengers.

9. A Public Commercial Vehicle shall not at any time be hired for the transportation of passengers or operated in any manner contrary to the provisions of the Public Vehicle Act.

Sign Showing Class, Route, Etc.

10. Every Public Commercial Vehicle shall, while being operated upon a highway, have attached to and exposed in a conspicuous position on such vehicle, a license plate issued by the Department showing in plain figures the number of the Public Commercial Vehicle license issued for such vehicle for the current year. And in addition, every vehicle shall have painted thereon on both sides of the vehicle a sign with letters or figures not less than one inch in height designating the route and class of said vehicle in the form set out in Schedule "D" of these Regulations and as shown on the license issued for such vehicle.

Fees.

10a. The fees for Public Commercial Vehicle licenses shall be as provided in Schedule "E" of these Regulations.

Cancel or Suspend.

11. The Department may at any time cancel or suspend the license issued for any Public Commercial Vehicle by reason of a breach of the

Public Commercial Vehicle Act, the Public Vehicle Act, or the Highway Traffic Act, or of the Regulations made under the said Acts or for any other reason which may be deemed sufficient by the Minister.

Approval of Department necessary for transfer of license.

12. No license issued under this Act shall be sold, assigned, leased or transferred except with the approval of the Department obtained in writing and no person, their lessees, trustees, receivers or trustees appointed by any court whatsoever, shall operate any Public Commercial Vehicle without first obtaining the written consent of the Department.

Bill of Lading.

13. Except as provided for in paragraph 14 of these regulations the owner or operator of every Public Commercial Vehicle shall use a form of Bill of Lading as set out in Schedule "B" or Schedule "C," and every Chauffeur operating such Public Commercial Vehicle shall carry on each trip a copy of such Bill of Lading or other similar document with full particulars as to load, as required thereon. Provided however that the form of Bill of Lading as approved by Order in Council dated the 29th day of March, 1932, shall be valid for use until December 31st, 1936.

Exemptions from use of Bill of Lading.

14. The owner or operator of a Public Commercial Vehicle used exclusively for the conveyance of milk and cream shall be exempt from Regulation 13 and the Department may, if it is deemed advisable, exempt vehicles used in other classes of operation.

Returns to be filed on request.

15. The owner of every Public Commercial Vehicle shall file with the Department whenever requested a return in the form prescribed by the Department giving such information regarding the operation of his vehicle or vehicles as the Department may require.

Insurance.

16. All owners of Public Commercial Vehicles shall take out and keep in force in a company authorized to conduct a motor vehicle indemnity insurance business in the Province, a policy, or policies, in the amount as set out in Schedule "A" of these Regulations. Such policy, or policies, shall be deposited with the Department. Failure to file and keep such insurance policy in full force and effect shall be cause for revocation of license provided, however, that the Department may

grant exemption from compliance with this Regulation in the cases of vehicles used exclusively for the conveyance of road and building materials, iron, steel or other materials which may be of an indestructible or non-inflammable nature.

Fire Extinguisher, and Flares.

17. Every Public Commercial Vehicle used for the transportation of inflammable goods, wares or merchandise shall be equipped with a fire extinguisher of a design and type approved by the Department and such extinguisher shall be kept in satisfactory operative condition at all times.

NOTE: See Section 35a of the Highway Traffic Act re flares for motor trucks.

Maximum of working hours.

18. Except as provided in paragraph 18a of these Regulations no person owning, controlling or managing any Public Commercial Vehicle shall drive or permit or require anyone to drive a motor vehicle for more than a maximum of ten hours in any twenty-four hour period, nor shall any person after having been employed in any other capacity drive a Public Commercial Vehicle, if by so doing the total period of employment or work in the capacity of driver, or otherwise, exceeds ten hours in any twenty-four hour period.

Time occupied riding or being upon a Public Commercial Vehicle in the capacity of helper, relief driver or otherwise, shall for the purpose of this Regulation be considered the same as driving time.

Exceptions.

18a. The Department may grant special written permission extending the permissible period of driving providing application for such permission is made in writing and in advance of date required when in the opinion of the Department there are circumstances which justify such an extension.

Drivers' Qualifications.

19. Drivers of Public Commercial Vehicles shall be at least twenty-one years of age, of good moral character, fully competent to operate the vehicles under their charge and shall hold a license from the Department as required by Section 16 of the Highway Traffic Act.

Drivers' Records to be Kept.

20. The owner or operator of every Public Commercial Vehicle shall keep a record in the form prescribed by the Department of the hours of employment of all drivers, which record shall be preserved

and shall at all times be available for inspection by officers of the Department and shall not be destroyed except with the written consent of the Department.

Condition and Inspection of Equipment.

21. Public Commercial Vehicles shall be subject to inspection at all reasonable times by authorized Inspectors of the Department.

Responsibility for deletion of sign.

22. The person or company to whom a license is issued is held responsible for the deletion of the sign describing the vehicle as a licensed vehicle, before the vehicle is transferred, in the event of a change of ownership of the vehicle.

P.C.V. plates not transferable.

23. On a change of ownership of a Public Commercial Vehicle, license and plates are not transferable and must be returned to the Department for cancellation.

24. Every application for a license or for the renewal of a license shall be accompanied by a certificate issued by the Workmen's Compensation Board certifying that the applicant for such license or renewal of license has complied with the provisions of The Workmen's Compensation Act.

SCHEDULE "A"

Public Commercial Vehicle Insurance Schedule

(1) **Public Liability and Property Damage—**

The owner of every Public Commercial Vehicle shall take out and keep in force a policy or policies in the form approved by the Superintendent of Insurance for the limits set out hereunder, and such policy or policies shall be filed with the Department before license is issued:

(a) at least $5,000 (exclusive of interest and costs) against loss or damage resulting from bodily injury to or the death of any one person and, subject to such limit for any one person so injured or killed, at least $10,000 (exclusive of interest and costs) against loss or damage resulting from bodily injury to or death of two or more persons in any one accident; and

(b) at least $1,000 (exclusive of interest and costs) for damage to property, except property carried in or upon the motor vehicle, resulting from any one accident.

(2) **Cargo Insurance—**

The owner of every Public Commercial Vehicle shall take out and keep in force a policy or policies in the form approved by the Superintendent of Insurance for the limits set out in the following table, and such policy or policies shall be filed with the Department before license is issued:

For each vehicle operated under Class "A" license $2,000.00

For each vehicle operated under Class "B" license $2,000.00

For each vehicle operated under Class "C" license $2,000.00

For each vehicle operated under Class "D" license $2,000.00

For each vehicle operated under Class "E" license $ 200.00

For each vehicle operated under Class "F" license $ 500.00

For each vehicle operated under Class "H" license $2,000.00

Provided however, that the Department may grant exemption from compliance with this Regulation in the cases of vehicles used exclusively for the conveyance of road and building materials, iron, steel or other materials which may be of an indestructible or non-inflammable nature.

SCHEDULE "C"

Live Stock Bill of Lading

(To be issued in triplicate)

Not Negotiable

No.....

Date.....19.....

Received at the address shown, from the shipper mentioned below on the above date, the livestock herein described in apparent good condition (except as may be noted) to be delivered at the point designated to the said consignee.

SUBJECT TO THE CONDITIONS ON THE BACK HEREOF

FROM:

Shipper's Name.....

Address.....

TO:

Consignee.....

Destination.....

Owner's livestock marking should be placed below.

No. Head:

CATTLE.....

CALVES.....

HOGS.....

SHEEP.....

Rate per 100 pounds.....Total charges.....

Signed by
Shipper.....

Signed by
Trucker.....

Signed by
Receiver.....

Address.....

P.C.V. #.....

IF CHARGES ARE PREPAID IT SHALL BE SO STATED

CONDITIONS

1. It is agreed that the trucker issuing this Live Stock Bill of Lading shall be liable for any loss of, or damage to, any of the Live Stock contained in this shipment except as hereinafter provided.

2. The carrier shall not be liable for loss, damage or delay to any of the goods herein described, caused by the Act of God, the King's or Public enemies, riots, strikes, defect or inherent vice in the goods, or the authority of law, or by quarantine.

3a. No carrier is bound to transport said goods by any particular motor vehicle or in time for any particular market or otherwise than with due despatch, unless by specific agreement endorsed hereon. Every carrier in case of physical necessity shall have the right to forward said goods by any conveyance or route between the point of shipment and the point of destination; but if such diversion be from a motor vehicle to any other conveyance the liability of the carrier shall be the same as though the entire carriage were by motor vehicle.

b. The amount of any loss or damage for which any carrier is liable shall be computed on the basis of the value of the goods at the place and time of shipment under this Bill of Lading (including the freight and other charges if paid) unless a lower value has been represented in writing by the shipper or has been agreed upon, in any of which events such lower value shall be the amount to govern such computation, whether or not such loss or damage occurs from negligence.

c. Notice of loss, damage or delay must be made in writing to the carrier at point of delivery, or to the carrier at the point of origin, within two months after delivery of the goods or in case of failure to make delivery, then within two months after a reasonable time for delivery has elapsed. Unless notice is so given the carrier shall not be liable.

d. Any carrier or party liable on account of loss of or damage to any of said goods, or reimbursing to the Insured the Premium paid in respect thereof shall have the full benefit of any insurance that may have been effected upon or on account of said goods, so far as this shall not void the Policy or contracts of Insurance.

4. The shipper agrees that the receiver may pay the transportation costs, at the rate specified herein and deduct the amount so paid from the value of the Livestock so transported.

5. The trucker shall deliver one copy of this Bill of Lading to both shipper and receiver and shall retain one copy in his possession for a period of at least six months.

enemies, riots, strikes, defect or inherent vice in the goods, or the act or default of the shipper or owner, the authority of law, or by quarantine.

(a) Section 4. No Carrier is bound to transport said goods by any particular motor vehicle or in time for any particular market or otherwise than with due despatch, unless by specific agreement endorsed hereon. Every Carrier in case of physical necessity shall have the right to forward said goods by any conveyance or route between the point of shipment and the point of destination; but if such diversion be from a motor vehicle to any other conveyance the liability of the Carrier shall be the same as though the entire carriage were by motor vehicle.

(b) The amount of any loss or damage for which any Carrier is liable shall be computed on the basis of the value of the goods at the place and time of shipment under this bill of lading (including the freight and other charges if paid) unless a lower value has been represented in writing by the shipper or has been agreed upon, in any of which events such lower value shall be the amount to govern such computation whether or not such loss or damage occurs from negligence, except that the carrier shall not be liable for loss or damage for any amount in excess of $40.00 per hundred pounds unless a higher value is declared on the face of this bill of lading.

(c) When the goods are carried at owner's risk such conditions are intended to cover only such risks as are necessarily incidental to transportation and shall not relieve the Carrier from liability for any loss, damage or delay which may result from any negligence or omission of the Carrier, its agents or employees and the burden of proving freedom from such negligence or omission shall be on the Carrier.

Section 6. The owner or consignee shall pay the freight and all other lawful charges accruing on said goods, and, if required, shall pay the same before delivery. If upon inspection it is ascertained that the goods shipped are not those described in this bill of lading, the freight charges must be paid upon the goods actually shipped, with any additional penalties lawfully payable thereon.

Section 7. Every party, whether principal or agent, shipping explosives or dangerous articles without previous full written disclosure to the Carrier or its agent of their nature, shall be liable for all loss or damage caused thereby, and such goods may be warehoused at owner's risk and expense, or destroyed without compensation.

Section 8. Any alteration, addition or erasure in this bill of lading shall be signed or initialed in the margin by an agent of the Carrier issuing the same, and if not so signed or initialed shall be without effect, and this bill of lading shall be enforceable according to its original tenor.

Section 9. The carrier represents to the shipper as a condition of the contract that he has on file with the Department of Highways a policy of insurance, which will remain in force during the pendency of this contract, showing that the cargo carried is insured against loss or damage caused by fire; collision — as usually understood; overturning of the vehicle; collapse of bridges; theft of an entire package. The insurance applies from the time the cargo is loaded on the vehicle of the carrier at place of origin until it is unloaded therefrom at place of destination. The entire cargo of the vehicle is insured to the extent of not less than $2,000.00.

CONDITIONS

1. It is agreed that the trucker issuing this Live Stock Bill of Lading shall be liable for any loss of, or damage to, any of the Live Stock contained in this shipment except as hereinafter provided.

2. The carrier shall not be liable for loss, damage or delay to any of the goods herein described, caused by the Act of God, the King's or Public enemies, riots, strikes, defect or inherent vice in the goods, or the authority of law, or by quarantine.

3a. No carrier is bound to transport said goods by any particular motor vehicle or in time for any particular market or otherwise than with due despatch, unless by specific agreement endorsed hereon. Every carrier in case of physical necessity shall have the right to forward said goods by any conveyance or route between the point of shipment and the point of destination; but if such diversion be from a motor vehicle to any other conveyance the liability of the carrier shall be the same as though the entire carriage were by motor vehicle.

b. The amount of any loss or damage for which any carrier is liable shall be computed on the basis of the value of the goods at the place and time of shipment under this Bill of Lading (including the freight and other charges if paid) unless a lower value has been represented in writing by the shipper or has been agreed upon, in any of which events such lower value shall be the amount to govern such computation, whether or not such loss or damage occurs from negligence.

c. Notice of loss, damage or delay must be made in writing to the carrier at point of delivery, or to the carrier at the point of origin, within two months after delivery of the goods or in case of failure to make delivery, then within two months after a reasonable time for delivery has elapsed. Unless notice is so given the carrier shall not be liable.

d. Any carrier or party liable on account of loss of or damage to any of said goods, or reimbursing to the Insured the Premium paid in respect thereof shall have the full benefit of any insurance that may have been effected upon or on account of said goods, so far as this shall not void the Policy or contracts of Insurance.

4. The shipper agrees that the receiver may pay the transportation costs, at the rate specified herein and deduct the amount so paid from the value of the Livestock so transported.

5. The trucker shall deliver one copy of this Bill of Lading to both shipper and receiver and shall retain one copy in his possession for a period of at least six months.

CONDITIONS

Section 1. The Carrier of any of the goods herein described shall be liable for any loss thereof or damage thereto except as hereinafter provided.

Section 2. In the case of shipments from one point in Ontario to another point in Ontario, the Carrier issuing this bill of lading, in addition to its other liability hereunder, shall be liable for any loss, damage or injury to such goods from which the other Carrier is not by the terms of this bill of lading relieved, caused by or resulting from the act, neglect or default of any other Carrier to which such goods may be delivered in Ontario, or over whose motor vehicle route or routes such goods may pass in Ontario, the onus of proving that such loss was not so caused or did not so result being upon the Carrier issuing this bill of lading. The Carrier issuing this bill of lading shall be entitled to recover from the other Carrier on whose motor vehicle route or routes the loss, damage or injury to the said goods shall have been sustained the amount of such loss, damage or injury as it may be required to pay hereunder as may be evidenced by any receipt, judgment or transcript thereof. Nothing in this section shall deprive the holder of this bill of lading or party entitled to the goods of any remedy or right of action which he may have against the Carrier issuing this bill of lading or any other Carrier.

Section 3. The Carrier shall not be liable for loss, damage or delay to any of the goods herein described, caused by the Act of God, the King's or public enemies, riots, strikes, defect or inherent vice in the goods, or the act or default of the shipper or owner, the authority of law, or by quarantine.

(a) Section 4. No Carrier is bound to transport said goods by any particular motor vehicle or in time for any particular market or otherwise than with due despatch, unless by specific agreement endorsed hereon. Every Carrier in case of physical necessity shall have the right to forward said goods by any conveyance or route between the point of shipment and the point of destination; but if such diversion be from a motor vehicle to any other conveyance the liability of the Carrier shall be the same as though the entire carriage were by motor vehicle.

(b) The amount of any loss or damage for which any Carrier is liable shall be computed on the basis of the value of the goods at the place and time of shipment under this bill of lading (including the freight and other charges if paid) unless a lower value has been represented in writing by the shipper or has been agreed upon, in any of which events such lower value shall be the amount to govern such computation whether or not such loss or damage occurs from negligence, except that the carrier shall not be liable for loss or damage for any amount in excess of $40.00 per hundred pounds unless a higher value is declared on the face of this bill of lading.

(c) When the goods are carried at owner's risk such conditions are intended to cover only such risks as are necessarily incidental to transportation and shall not relieve the Carrier from liability for any loss, damage or delay which may result from any negligence or omission of the Carrier, its agents or employees and the burden of proving freedom from such negligence or omission shall be on the Carrier.

(d) Notice of loss, damage or delay must be made in writing to the Carrier at point of delivery, or to the Carrier at the point of origin, within two months after delivery of the goods or in case of failure to make delivery, then within two months after a reasonable time for delivery has elapsed. Unless notice is so given the Carrier shall not be liable.

(e) Any Carrier or party liable on account of loss of or damage to any of said goods, or reimbursing to the insured the premium paid in respect thereof, shall have the full benefit of any insurance that may have been effected upon or on account of said goods, so far as this shall not avoid the policies or contracts of insurance.

Section 5. No Carrier shall be bound to carry any documents, specie or any article of extraordinary value unless a special agreement to do so (the duty of obtaining such special agreement to be on the Carrier when the nature of goods is disclosed herein) and a stipulated value of the articles is endorsed hereon. If such goods are carried without a special agreement and the nature of the goods is not disclosed hereon the Carrier shall not be liable for any loss or damage thereto.

Section 6. The owner or consignee shall pay the freight and all other lawful charges accruing on said goods, and, if required, shall pay the same before delivery. If upon inspection it is ascertained that the goods shipped are not those described in this bill of lading, the freight charges must be paid upon the goods actually shipped, with any additional penalties lawfully payable thereon.

Section 7. Every party, whether principal or agent, shipping explosives or dangerous articles without previous full written disclosure to the Carrier or its agent of their nature, shall be liable for all loss or damage caused thereby, and such goods may be warehoused at owner's risk and expense, or destroyed without compensation.

Section 8. Any alteration, addition or erasure in this bill of lading shall be signed or initialed in the margin by an agent of the Carrier issuing the same, and if not so signed or initialed shall be without effect, and this bill of lading shall be enforceable according to its original tenor.

Section 9. The carrier represents to the shipper as a condition of the contract that he has on file with the Department of Highways a policy of insurance, which will remain in force during the pendency of this contract, showing that the cargo carried is insured against loss or damage caused by fire; collision—as usually understood; overturning of the vehicle; collapse of bridges; theft of an entire package. The insurance applies from the time the cargo is loaded on the vehicle of the carrier at place of origin until it is unloaded therefrom at place of destination. The entire cargo of the vehicle is insured to the extent of not less than $2,000.00.

SCHEDULE "B"

Shipper's No.....

.....
(Name of issuing Carrier)

Carrier's No.....

STRAIGHT BILL OF LADING - ORIGINAL - NOT NEGOTIABLE

(To be issued in Triplicate)

At..... Date.....
(Point of origin)

Shipper .....

Received at the point shown on the date specified and from the shipper mentioned herein, the property herein described, in apparent good order, except as noted (contents and conditions of contents of packages unknown) marked, consigned, and destined as intimated below, which said carrier agrees to carry and deliver to the said consignee at the said destination, if on its own route, otherwise to deliver to another carrier on the route to said destination.

It is mutually agreed as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the conditions not prohibited by law, whether printed or written, including conditions on back hereof, which are hereby agreed to by the shipper and accepted for himself and his assigns.

Consigned..... At.....
(Point of destination)

Street Address..... Route.....

No. of Packages	Description of Articles, Marks and Exceptions	Weight (Subject to Correction)	Rate	Charges	
				Collect	Prepaid
		If C.O.D. indicate amount here $.....			

Valuation $ .....
Note carefully condition 4 (b) on back hereof.

If charges are to be prepaid, write or stamp here.

Shipper..... Carrier's Agent.....

Per..... Per.....

(Receipt for payment of charges "Collect" or "Prepaid")

Received the sum of ($.....)..... in payment of the above charges

Date..... Carrier's Agent

(Receipt for goods at destination)

Received in apparent good order except as noted, from.....
(Name of Carrier)

At..... the property described herein

..... Consignee. Date.....

(This Bill of Lading is to be signed by the Shipper and Carrier's Agent)

SCHEDULE "D"

Below is form of Signs to be painted on Class "A" vehicles. Letters and figures to be not less than one inch in height.

Information regarding route and highway numbers must be copied from license issued.

Public Commercial Vehicle
Class "A"
Licensed as a Common Carrier

ROUTE	HIGHWAY NO.			
Toronto - Hamilton	2	—	—	—
Galt - Preston - Kitchener	6	8	5	7

SCHEDULE "D"

Below is form of Signs to be painted on Class "B" vehicles. Letters and figures to be not less than one inch in height.

Information regarding route and highway numbers must be copied from license issued.

Public Commercial Vehicle
Class "B"
Licensed as a Common Carrier

ROUTE	HIGHWAY NO.			
Port Perry - Whitby	12	—	—	—
and Toronto	2	—	—	—

SCHEDULE "D"

Below is form of Signs to be painted on Class "C" vehicles. Letters and figures to be not less than one inch in height.

Public Commercial Vehicle
Class "C"
Licensed as a Private Carrier

for the conveyance on any one trip
of one person's goods only.

SCHEDULE "D"

Below is form of Signs to be painted on Class "D" vehicles. Letters and figures to be not less than one inch in height.

Public Commercial Vehicle
Class "D"
Licensed as a Private Carrier

SCHEDULE "E"

The following fees shall be paid for Public Commercial Vehicle licenses:—

(a) For license and plates for each motor vehicle or trailer operated as a Class "A", "C" or "D" vehicle as defined in paragraph 2 of these Regulations, having a gross weight (i.e. combined weight of vehicle and registered carrying capacity) of:

Less than 2 tons	$ 10.00
Of 2 tons and up to 3 tons	15.00
More than 3 tons and up to 4 tons	20.00
More than 4 tons and up to 5 tons	27.50
More than 5 tons and up to 6 tons	36.00
More than 6 tons and up to 7 tons	42.00
More than 7 tons and up to 8 tons	48.00
More than 8 tons and up to 9 tons	58.50
More than 9 tons and up to 10 tons	65.00
More than 10 tons and up to 11 tons	82.50
More than 11 tons and up to 12 tons	90.00
More than 12 tons and up to 13 tons	97.50
More than 13 tons and up to 14 tons	105.00
More than 14 tons and up to 15 tons	112.50

(b) For license and plates for each motor vehicle or trailer operated as a Class "B" or "H" vehicle as defined in paragraph 2 of these Regulations, having a gross weight (i.e. combined weight of vehicle and registered carrying capacity) of:

Not more than 4 tons	$ 10.00
More than 4 tons and up to 5 tons	14.00
More than 5 tons and up to 6 tons	18.00
More than 6 tons and up to 7 tons	21.00
More than 7 tons and up to 8 tons	24.00
More than 8 tons and up to 9 tons	29.00
More than 9 tons and up to 10 tons	32.50
More than 10 tons and up to 11 tons	41.00
More than 11 tons and up to 12 tons	45.00
More than 12 tons and up to 13 tons	49.00
More than 13 tons and up to 14 tons	52.50
More than 14 tons and up to 15 tons	56.00

(c) For license and plates for each motor vehicle or trailer operated as a Class "E" or "F" vehicle $1.00

(d) For the transfer of each Public Commercial Vehicle license $1.00
For new Public Commercial Vehicle plates in case of loss $1.00

(e) For licenses applied for between the 1st day of December and the 31st day of March in any license year, one-half the fees provided in paragraphs (a) and (b) of this schedule.

(f) In the event of the substitution of one vehicle for another, for which a license has been issued and is in effect, the Department may permit the transfer of the license and plates upon payment of a transfer fee of One Dollar plus any difference in the fees provided in these Regulations for the substituted vehicle, if same is of a greater gross weight.

Regulations Respecting the Licensing of Public Vehicles

ONTARIO

Motor Vehicles Branch
Department of Highways
Toronto

Approved by Order-in-Council,
Dated March 14, 1936.

Form B35—3m—April 1936.

Regulations Respecting the Licensing of Public Vehicles

Licenses.

1. Public Vehicle Licenses shall be of two classes as follows:

   (a) Operating Licenses: which shall permit the operation by the licensee of a Public Vehicle service over a designated route or routes.

   (b) Vehicle Licenses: which shall permit the operation of the vehicles for which they are issued as Public Vehicles over routes designated in the operating license of the Licensee.

2. Application for licenses or for renewal of licenses to be issued pursuant to these regulations shall be made on the forms prescribed by the Department.

3. A license may be revoked, if the person to whom it was issued fails to begin service within 30 days of the date upon which the license was granted, or before expiration of any additional period of grace which may have been allowed at the time the license was granted.

Vehicles.

4. Except as provided by paragraphs 5 and 6 of these regulations, no vehicle shall be used as a Public Vehicle unless or until a vehicle license as provided in these regulations, has been obtained.

Completion of Trip.

5. In the event of accident, disablement, or breakdown of a Public Vehicle, the licensee shall make immediate arrangements for the transportation of passengers to the destination to which they were being carried by such Public Vehicle.

Substitution of Equipment.

6. When, because any vehicle has become temporarily disabled, substitution of equipment is necessary in order that a proper schedule of service may be maintained, the licensee shall advise the Department, forthwith, by telephone or telegraph and if the substitution is required for a longer period than 7 days, the emergency report shall be confirmed by a request for permission to substitute, in writing, and such request shall contain a full description of both vehicles.

Interruption or Discontinuance of Service.

7. No person shall discontinue the operation of a scheduled service without first having given to the Department at least 10 days notice in writing of his intention of discontinuing such service.

All interruptions to service that are likely to continue for more than 24 hours, shall be promptly reported in writing to the Department and to the Public in the area affected with a full statement of the cause of such interruption and its probable duration.
Discontinuance of service without such notice, or discontinuance of service for a period of 7 consecutive days without the written consent of the Department, shall be cause for the suspension of licenses issued by the Department.

Vehicle Licenses to be Displayed.

8. Vehicle licenses issued under the provisions of these regulations shall be framed and provided with transparent protection and displayed publicly at all times in a conspicuous place in or on the motor vehicle for which issued.

Fees.

9. Fees for the operation of a Public Vehicle shall be computed as follows:
One-twentieth of one cent per passenger mile of travel over or along a class "A" highway and one-thirtieth of one cent per passenger mile of travel over or along a class "B" highway.

For the purpose of this regulation,

(A) Class "A" highway shall mean and include all highways under the jurisdiction of the Department of Highways.

(B) Class "B" highway shall mean and include all highways under the jurisdiction of the Department of Northern Development or of any township or county council or any sub-urban or other commission, but shall not include the highways under the jurisdiction of the Niagara Parks Commission.

10. The passenger miles of travel shall be calculated as follows:

(A) The registered seating capacity of each vehicle operated, shall be multiplied by the number of scheduled miles to be travelled in the month. Provided, however, that in the case of the operation by one licensee of two or more vehicles of different seating capacity, the passenger miles travelled may be calculated by taking the average seating capacity of all vehicles.

(B) The mileage travelled on a duplicated scheduled trip where an extra vehicle or vehicles are operated and the mileage travelled on "Special" or "Chartered" trips shall be multiplied by the registered seating capacity of the vehicle actually operated on each such trip.

11. Fees payable on each month's operations shall be paid on or before the 15th day of the next succeeding calendar month.

Seating Capacity.

12. The seating capacity of a Public Vehicle shall be determined by dividing by 18, the total length in inches, of all seats used by passengers, this formula being based upon an allowance of 18 inches per passenger; provided, however, that in the case of seats designed for the accommodation of one or two passengers only, the actual number of passengers to be accommodated shall be counted.

Time-Tables.

13. The owner of every Public Vehicle shall file with the Department a time-table showing the scheduled times of arrival and departure and the number of trips to be made daily over each route or routes. Such time-table shall be submitted to the Department for approval and shall not become operative until approved by the Department and shall not be altered without the consent in writing of the Department. A copy of such approved time-table shall be posted in a conspicuous place in each waiting room.

Chartered Trip.

14. "Chartered Trip" shall mean a trip for which a Public Vehicle is engaged or hired to convey passengers between stated points and is engaged, hired or chartered by an individual, party or association for his or their exclusive use, and for a specified trip.

Special Trip.

15. "Special Trip" shall mean a trip not being a "Chartered Trip" on which a Public Vehicle is operated for the purpose of conveyance of passengers on a highway at a time or to a point not shown on a regular service time-table filed with and approved by the Department.

Special Trip Permit.

16. No person shall operate a Public Vehicle on a "Special Trip" without having first obtained permission in writing from the Department.

Reports.

17. (a) If more than one vehicle is operated on a scheduled trip, a report of such operation shall be forwarded to the Department the day following such operation.

(b) A report of the operation of a Public Vehicle on a "Chartered" or "Special" trip shall be forwarded by registered post to the Department on the day following the making of the trip. Such report shall be given on forms provided by the Department.

Signs.

18. Public Vehicles operated on "Chartered Trips" or "Special Trips" shall have exposed on the front thereof a sign marked "Chartered" or "Special" as the case may be and the chauffeur of the vehicle shall have in his possession and shall produce on demand the "Special Trip" report or the "Chartered Trip" report required in paragraph 17 (b) of these regulations.

Returns to Dept.

19. The owner of every Public Vehicle shall file with the Department whenever requested a return in the form prescribed by the Department giving such information regarding the operation of his vehicle or vehicles as the Department may require.

Deviation from Route.

20. No Public Vehicle shall be operated over any route, other than that prescribed in the owner's operating license, without the written consent of the Department unless such route is blocked or otherwise rendered temporarily impassable.

Terminals.

21. No Public Vehicle shall be operated from any terminal, other than that designated by the Department and no owner of a Public Vehicle or his employee or agent shall canvass or solicit for passengers on a public highway.

Condition of Vehicles.

22. All Public Vehicles used for the carrying of passengers shall be kept in a safe and sanitary condition and shall be subject to inspection at all reasonable times, by authorized inspectors of the Department.

Brakes.

23. The brakes on each Public Vehicle shall be tested daily by the owner or operator and no vehicle shall be put into service unless, or until, the brakes are in such condition as to comply with the requirements of Section 12 of the Public Vehicle Act and of the "Regulations Respecting Brakes on Motor Vehicles" made pursuant to the provisions of the Highway Traffic Act.

Advertising. 24. No Public Vehicle shall have displayed on the outside of same, advertising signs of any description unless such signs have been licensed pursuant to the "Regulations Respecting Signs on Provincial Highways."

Insurance. 25. All holders of Public Vehicle licenses shall take out and keep in force, in a company authorized to carry on a motor vehicle indemnity insurance or bonding business in the Province, a policy, policies, or bond in the form approved by the Superintendent of Insurance and in the amount as set out in schedule "A" of these regulations and such policy, policies, or bond shall be deposited with the Department. Failure to deposit such insurance policy, policies, or bond and keep same in full force and effect shall be cause for revocation of licenses.

Operators. 26. No Public Vehicle shall be operated by any person whose eye-sight is defective, or by any person who has not the full use of both arms and hands and both legs and feet, or by any person who has been convicted within one year of drunkenness or of driving a motor vehicle while intoxicated or by a person under the age of twenty-one years.

SCHEDULE "A"

Public Vehicle

Insurance Schedule

---

(1) **PUBLIC LIABILITY AND PROPERTY DAMAGE**
For each passenger vehicle used, a policy or policies or bond in the following amounts shall be filed by the owner of every public vehicle:

(a) at least $5,000 (exclusive of interest and costs) against loss or damage resulting from bodily injury to or the death of any one person and, subject to such limit for any one person so injured or killed, at least $10,000 (exclusive of interest and costs) against loss or damage resulting from bodily injury to or death of two or more persons in any one accident; and

(b) at least $1,000 (exclusive of interest and costs) for damage to property, except property carried in or upon the motor vehicle, resulting from any one accident.

(2) PASSENGER LIABILITY AND PROPERTY DAMAGE INSURANCE OR INDEMNITY BOND

(A) For each passenger vehicle used, the seating capacity of which is twelve (12) passengers or less:

INSURANCE

For any recovery for personal injury by one passenger, Five Thousand Dollars **($5,000.00).**

For any recovery for personal injury by all passengers in any one accident, not less than Twenty Thousand Dollars **($20,000.00).**

For any recovery for damage to property by all passengers other than the assured, One Thousand Dollars **($1,000.00).**

INDEMNITY BOND

For any recovery for personal injury or damage to property of any and all passengers other than the assured, Twenty-one Thousand Dollars **($21,000.00).**

(B) For each passenger vehicle used, the seating capacity of which is thirteen **(13)** to twenty-one **(21)** passengers, inclusive:

INSURANCE

For any recovery for personal injury by one passenger, Five Thousand Dollars **($5,000.00).**

For any recovery for personal injuries by all passengers in any one accident, not less than Thirty Thousand Dollars **($30,000.00).**

For any recovery for damage to property by all passengers other than the assured, One Thousand Dollars ($1,000.00).

INDEMNITY BOND

For any recovery for personal injury or damage to property of any and all passengers other than the assured, Thirty-one Thousand Dollars **($31,000.00).**

(C) For each passenger vehicle used, the seating capacity of which is twenty-two (22) to twenty-nine (29) passengers, inclusive:

INSURANCE

For any recovery for personal injury by one passenger, Five Thousand Dollars **($5,000.00).**

For any recovery for personal injuries by all passengers in any one accident, not less than Forty Thousand Dollars **($40,000.00).**

For any recovery for damage to property by all passengers other than the assured, One Thousand Dollars **($1,000.00).**

INDEMNITY BOND

For any recovery for personal injury or damage to property of any and all passengers other than the assured, Forty-one Thousand Dollars **($41,000.00).**

(D) For each passenger vehicle used, the seating capacity of which is more than twenty nine (29) passengers:

INSURANCE

For any recovery for personal injury by one passenger, Five Thousand Dollars **($5,000.00).**

For any recovery for personal injuries by all passengers in any one accident, not less than Fifty Thousand Dollars **($50,000.00).**

For any recovery for damage to property by all passengers other than the assured, One Thousand Dollars **($1,000.00).**

INDEMNITY BOND

For any recovery for personal injury or damage to property of any and all passengers other than the assured, Fifty-one Thousand Dollars **($51,000.00).**

1938
SCHEDULE OF FEES
FOR
MOTOR VEHICLE PERMITS, etc.

ONTARIO

MOTOR VEHICLES BRANCH
Department of Highways Ontario

Approved by Order-in-Council, Dated September 3rd, 1937
Pursuant to The Highway Traffic Act

3M—SEPT., 1937
L 2742

1938
Schedule of Fees for Registration of Motor Vehicles

1. For the registration of motor vehicles, except as hereinafter specified, having

4 cylinders	$ 2.00
6 cylinders, up to and including 28 horse power	7.00
6 cylinders, over 28 horse power	10.00
8 cylinders, up to and including 35 horse power	10.00
8 cylinders, over 35 horse power	15.00
12 cylinders	25.00
16 cylinders	35.00

(S.A.E. rating of horse power shall be used).

2. For the registration of motor vehicles driven by electricity stored in the cars themselves, with the exception of commercial motor vehicles ..... $ 15.00

3. For the registration of motor vehicles driven by steam, with the exception of commercial motor vehicles ..... $ 15.00

4. For the registration of commercial motor vehicles other than motor busses having a combined weight and carrying capacity:

	If equipped wholly with pneumatic tires	If equipped wholly or in part with solid tires or operated by other than gasoline
Of less than 2 tons	$ 7.50	$ 12.00
Of 2 tons and up to 3 tons	18.00	24.50
More than 3 tons and up to 4 tons	36.00	45.00
More than 4 tons and up to 5 tons	48.50	60.00
More than 5 tons and up to 6 tons	63.00	76.50
More than 6 tons and up to 7 tons	73.50	89.00
More than 7 tons and up to 8 tons	84.00	102.00
More than 8 tons and up to 9 tons	108.00	128.00
More than 9 tons and up to 10 tons	127.50	150.00
More than 10 tons and up to 11 tons	148.50	173.00
More than 11 tons and up to 12 tons	171.00	198.00
More than 12 tons and up to 13 tons	195.00	224.00
More than 13 tons and up to 14 tons	220.50	252.00
More than 14 tons and up to 15 tons	247.50	281.00

For the registration of trailers and semi-trailers having a combined weight and carrying capacity:

Of 1 ~~one~~ TON or less	$ 2.00
More than 1 ton and up to 2 tons	7.50
More than 2 tons and up to 3 tons	15.50
More than 3 tons and up to 4 tons	24.00
More than 4 tons and up to 5 tons	37.50
More than 5 tons and up to 6 tons	49.50
More than 6 tons and up to 7 tons	57.50
More than 7 tons and up to 8 tons	66.00
More than 8 tons and up to 9 tons	81.00
More than 9 tons and up to 10 tons	90.00
More than 10 tons and up to 11 tons	115.50
More than 11 tons and up to 12 tons	126.00
More than 12 tons and up to 13 tons	136.50
More than 13 tons and up to 14 tons	147.00
More than 14 tons and up to 15 tons	157.50

5. For the registration of motor busses, i.e., public vehicles as defined in the Highway Traffic Act and motor vehicles designed and used exclusively for the transportation of passengers, having a seating capacity for ten or more passengers and having a combined weight and carrying capacity:

	If equipped wholly with pneumatic tires	If equipped wholly or in part with solid tires or operated by other than gasoline
Of less than 2 tons	$ 7.50	$ 12.00
Of 2 tons and up to 3 tons	18.00	24.50
More than 3 tons and up to 4 tons	27.00	36.00
More than 4 tons and up to 5 tons	41.00	52.50
More than 5 tons and up to 6 tons	54.00	67.50
More than 6 tons and up to 7 tons	63.00	78.50
More than 7 tons and up to 8 tons	72.00	90.00
More than 8 tons and up to 9 tons	87.50	108.00
More than 9 tons and up to 10 tons	97.50	120.00
More than 10 tons and up to 11 tons	123.50	148.50
More than 11 tons and up to 12 tons	135.00	162.00
More than 12 tons and up to 13 tons	146.00	175.50
More than 13 tons and up to 14 tons	157.50	189.00
More than 14 tons and up to 15 tons	168.50	202.50

6. For the registration of every motorcycle ..... $ 1.00

7. Manufacturers' and dealers' permits:

For permit and one set of markers to manufacturers of and dealers in motor vehicles or trailers ..... $ 20.00

For each additional set ..... $ 20.00

For permit, including one set of markers, to manufacturers of and dealers in motorcycles ..... $ 3.00

For each additional set ..... $ 3.00

8. For the registration of a vehicle, machine or apparatus mounted upon a motor vehicle chassis, but not designed or used primarily for the transportation of persons or property, but only incidentally operated or moved over the highways, including wood-sawing outfits, well-drillers, grain-crushers, if operated for hire, pay or gain ..... $ 7.50

The foregoing enumeration shall be deemed partial and shall not operate to exclude other such vehicles which are within the general terms of this paragraph.

9. For new set of motor vehicle markers in case of loss or conversion of car ..... $ 1.00

For new trailer marker in case of loss ..... $ .50

For new motorcycle markers in case of loss ..... $ .50

10. For the transfer of each passenger car, two-purpose vehicle, commercial vehicle or trailer permit ..... $ 1.00

For the transfer of each motorcycle permit ..... $ .50

11. For each "In Transit" marker ..... $ .50

12. For the registration of municipally-owned commercial motor vehicles and trailers and all commercial motor vehicles, other than busses, operated by a commission on behalf of a municipality ..... $ 2.00

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THE ONTARIO MUNICIPAL BOARD
Ontario

November 8th, 1937.

Memorandum to:
Royal Commission
on Transport

Attention: Mr. J. Singer, K.C.

Attached is a summary of Certificates issued by The Ontario Municipal Board since the Board was given jurisdiction and beginning with January 1934.

Also attached is a summary of Debenture Issues for capital expenditures by Municipalities for roads, pavements or highways since the coming into effect of Section 89 of The Board's Act enacted by S.4, C.51, O.S. 1935.

Please note that this does not include pavements constructed as Local Improvements. To separate these from other Local Improvements would entail the checking of each application. As the Board's jurisdiction in this regard is of recent origin the information would be very incomplete.

The Department of Municipal Affairs has reported that it is absolutely impossible to obtain the information requested in your memorandum under Sections numbered 1,2,4,5,6, and 7.

W. P. Near
COMMISSIONER.

THE ONTARIO MUNICIPAL BOARD

November 15th, 1937.

Certificates granted by The Ontario Municipal Board for P.C.V. and P.V. licenses

	1934	1935	1936	1937	Total
A	12	12	7	2	33
Extensions	1	2	12	15	30
B	11	8	8	9	36
Extensions		1	7	1	9
C	21	21	23	12	77
Extensions		6	12	21	39
Restricted	57	109	172	118	463
D	12	4	10	9	35
Extensions		1	1	3	5
Restricted	18	9	11	8	46
H			18	16	34
Sub-Total	132	173	288	214	807
E	89	204	222	152	667
F			627	283	910
Grand Total P.C.V.	221	377	1137	649	2384

					Total
P.V.	14	18	16 11 Ex.	10 11 Ex.	80

Total Number Certificates issued by The Ontario Municipal Board in 1934, 1935, 1936, 1937 up to and including November 9th--2,464.

Number of Applications dismissed-

1934- 298
1935- 258
1936-226
1937- 157 to November 9th

Total 939.

THE ONTARIO MUNICIPAL BOARD

DEBENTURE ISSUES AUTHORIZED BY THE BOARD FOR CAPITAL EXPENDITURES SINCE THE COMING INTO EFFECT OF SECTION 89 OF THE BOARD'S ACT (ENACTED BY S.4, C.51, O.S., 1935).

Municipality		Debenture Issue
Aylmer, Town of,	(Provincial)	3,593.23
Dufferin, County of,	(Provincial)	62,000.
Frontenac, County of	(Provincial)	76,663.13
" " "	(Provincial)	10,514.54
Halton, County of,	(Provincial)	25,000.
" " "	(County)	3,000.
Hamilton, City of,	(Provincial)	144,775.
Halton, County of,	(County)	5,000.
Hamilton, City of,	(Provincial)	57,000.
Kingston, City of,	(Provincial)	44,000.
London, City of,	(Provincial)	50,881.31
Lanark, County of,	(County/Bridge) Highway	5,000.
Lanark, " "	(County)	15,000.
Lennox & Addington, County of,	(Provincial)	25,000.
Lanark, County of,	(Provincial)	36,800.
Lanark, County of,	(Provincial)	10,000.
Middlesex, County of	(Provincial)	99,000.
McLean, Township of,	(Provincial)	500.
Oil Springs, Village of,	(Local Road)	1,000.
Oxford, County of,	(Provincial)	46,000.
Ottawa, City of,	(Provincial) (Suburban)	22,500.

Ottawa, City of,	(County Suburban)	$ 17,500.
Ottawa, City of,	(County Suburban)	21,000.
Peel, County of,	(Provincial)	50,355.
Peterborough, City of	(Provincial)	70,000.
Thorah, Township of,	(Local)	6,000.
Thornbury, Town of,	(Provincial)	3,000.
Toronto, City of,	(County)	81,000.
Toronto, City of,	(Provincial)	164,000.
Toronto, City of,	(Provincial)	1,815.80
Toronto, City of,	(County)	71,500.
Toronto, City of,	(County)	67,000.
Victoria, County of,	(Provincial)	24,000.
Wentworth, County of,	(Provincial)	38,232.59
Wentworth, County of,	(Provincial)	125,331.86
WestLorne, Village of,	(Local)	1,040.

Note: It would be onerous to give a list of Local Improvements constructed for road purposes or street improvements as this would entail the checking over of each individual application. We would point out that any such list, as well as the above would be incomplete, as unless debentures are issued the application would not necessarily come to the Board for consideration. Only where works are constructed in accordance with section 8 of "The Local Improvement Act" that application for approval of the Board is required if debentures are not to be issued.

In re ROYAL COMMISSION ON
HIGHWAY TRANSPORTATION.

Question 1: A tabular statement showing the mileage of roads of various types - graded, gravel, bituminous, cement concrete, etc.,- as of the end of each year, included in:

(a) King's Highways
(b) County Road Systems
(c) Township Road Systems
(d) Northern Development Roads not included in (a), (b), or (c).

Answer:

(a) King's Highways.

As at the end of 1920 -	Concrete	14.50 miles
	Asphalt	.50 "
	Penetration	10.00 "
	Waterbound Macadam	129.00 "
	Gravel and Grading	1,450.13 "
	Total Miles of King's Highways	1,604.13 "
As at the end of 1922 -	Concrete	77.53 Miles
	Asphalt	74.77 "
	Penetration	62.48 "
	Waterbound Macadam	201.97 "
	Gravel and Grading	1,420.09 "
	Total Miles of King's Highways	1,836.84 "
As at the end of 1927 -	Concrete	576.90 Miles
	Asphalt	264.40 "
	Penetration	228.50 "
	Waterbound Macadam	433.05 "
	Gravel and Grading	868.36 "
	Total Miles of King's Highways	2,371.21 "
As at the end of 1932 -	Concrete	1,128.27 Miles
	Asphalt	679.30 "
	Retread and Mulch	65.00 "
	Penetration	222.03 "
	Waterbound Macadam	167.64 "
	Gravel and Grading	736.39 "
	Total Miles of King's Highways	2,998.63 "
As at the end of 1937 -	Concrete	1,667.0 Miles
	Asphalt	951.0 "
	Retread and Mulch	333.0 "
	Penetration	331.0 "
	Waterbound Macadam	194.0 "
	Gravel and Grading	3,701.0 "
	Total Miles of King's Highways	7,177.0 "

Department of Highways, Ontario,

TORONTO, November 16, 1937.

In re Royal Commission on
Highway Transportation.

Question 1: A tabular statement showing the mileage of roads of various types - graded, gravel, bituminous, cement concrete etc. as of the end of each year, 1917 to date.

(b) County Road Systems.
(Miles)

End of Year	Earth	Gravel or Stone	Surface-Treated Macadam	Bituminous Macadam	Asphaltic Macadam	Cement Concrete	Total
1917	891.4	5951.0	182.0	85.6	2.0	11.0	7123.0
1922	1173.9	8130.6	220.0	128.2	21.7	100.6	9775.0
1927	569.0	6097.0	593.0	208.0	82.0	171.0	7720.0
1932	449.9	5605.0	887.8	307.8	347.7	291.8	7890.0
1936	175.9	6018.1	967.4	514.9	356.9	273.1	8306.3

The above refers to only the 37 organized counties.

(c) Township Road S tems.
(Miles)

1917	22752.	21683.	-	-	-	-	44435.0
1922	21573.1	18421.4	6.0	11.8	21.3	17.4	40051.0
1927	20040.0	22213.0	19.0	40.0	47.0	20.0	42379.0
1932	16894.7	25400.4	55.4	34.1	86.2	34.7	42505.5
1936	14604.1	26553.4	127.7	23.3	92.4	44.1	41445.0

The above refers to only the 37 organized counties.

Department of Highways, Ontario,
TORONTO, November 24th, 1937.

In re Royal Commission on
Highway Transportation.

Question 1: A tabular statement showing the mileage of roads of various types - graded, gravel, bituminous, cement concrete etc. as of the end of each year, 1917 to date.

(d) Northern Development Roads not included in (a), (b), or (c).

Answer: (d) Northern Development Roads not included in (a), (b), or (c).
(Miles)

Year	Trunk Roads				Secondary Roads		Township Roads	
	Graded	Gravelled	Bituminous	Concrete	Graded	Gravelled	Graded	Gravelled.
1917	170	513	Nil	Nil	408	484	2,571	2,479
1922	105	828	5	2	358	900	2,745	3,529
1927	114	1,226	22	9	260	1,402	2,974	4,673
1932	44	1,588	171	9	203	1,789	2,565	6,441
1937	Taken over as King's Highways				261	2,455	3,328	7,391

Department of Highways, Ontario,
December 1st, 1937.

In re Royal Commission on
Highway Transportation.

Question 2: A series of maps graphically depicting the mileage of roads of various types - graded, gravel, bituminous, cement concrete, etc., as of the end of each year, included in

(a) King's Highways
(b) County Road Systems
(c) Township Road Systems
(d) Northern Development Roads not included in (a), (b) or (c).

Answer: (a) One copy each of maps giving the required information for the years 1917, 1922, 1927, 1932 and 1937 is attached. Also one copy of graph showing mileage, by colours, of King's Highways in 1920, 1922, 1927, 1932 and 1937.

(b) and (c) One copy each of maps of counties showing by colours, King's Highways, County Roads and Township roads.

(d) One copy of a map for 1937, showing by colours, King's Highways, Secondary Roads and Township Roads.

Department of Highways, Ontario.
December 6th, 1937.

In re Royal Commission on
Highway Transportation.

Question 3: Standards of design and construction practice, governing location and construction of aforesaid classes of roads at successive periods, say, as in 1915, 1920, 1925, 1930, 1935 and the present time.

(a) King's Highways.

Answer: The first Provincial Highways were assumed from the Counties in 1917, and by 1920 the system comprised 1,604.13 miles. These roads were located on the township lot and concession lines, and very little effort was made to change their location. Standards were adopted consisting of a maximum curvature of 19° and gradients up to 7% and a 30' width of grade with 20' of road surface. All culverts from a 3' x 2' up were constructed of concrete and steel. Bridges were designed for a 20' roadway, with sidewalks where close to municipalities, and 20-ton loading. Pit run gravel from 4" to 6" deep and 20' wide was applied in the construction of gravel roads.

Owing to disturbed conditions created by the war, causing considerable unemployment, all work was done by day labour. Materials were obtained from the sides of the road, thus creating borrow pits, which were shaped and drained and used as ditches. The only hard surfacing attempted during this period was some water bound macadam. Water bound macadam consisted of 7½" of loose stone consolidated to 5" and bound by applying screenings and watering and rolling.

1921-1925 - The standards were raised during this period as follows:

durvature - a maximum of 8%
gradients - a maximum of 5%
the width of road grading remained at 30'.

A considerable amount of concrete and bituminous pavements of various types were constructed, all to a width of 20'. Concrete pavements were designed 6" at the edge and 8½" in the centre, laid on one operation with no centre transverse joints. Reinforcing was placed only over weak spots in the subgrade. Asphaltic concrete pavements were laid with a 5" base course of either low-content cement concrete or of 5" consolidated macadam, on which was placed a 1½" binder and 1½" wearing surface of asphaltic concrete. Penetration pavements consisted of a 5" consolidated macadam base with a wearing course of 3" of stone penetrated with various types of bitumen and consolidated by rolling, then surface treated.

Pit run gravel was still used for the construction of gravel roads, but was applied in somewhat thinner layers up to 4".

Culvert design was not changed but bridges were increased from 20' to 24' in road surface. No change, however, was made from the 20-ton loading.

1926-1930 - Standards were again raised to a maximum curvature of 6° and a maximum gradient of 5%. On the heavier travelled roads the width of road grade was increased to 40'. Concrete pavements remained of the same design, namely, a 6" edge and an 8½" centre but a 7½" galvanized sheet was placed longitudinally down the centre to form a contraction joint. The pavement was still laid 20' in width in one operation. Asphaltic concrete on either macadam or concrete base was abandoned in favour of mixed macadam or black base. Mixed macadam consisting of a crushed stone or gravel, dried and consolidated in an asphalt plant and mixed with asphalt, was placed in two 3" consolidated layers 20' wide, and surface treated.

Penetration pavements remained the same in design. Bridges were widened for a 30' road surface but remained the same at 20 ton loading. Culvert standards remained the same. Pit run gravel was abandoned during this period and crushed gravel passing a 1½" ring and applied 3" in depth replaced it.

Answer to Question 3 (a) Continued.

1931-1935 - During this period considerably more attention was given to location. The standards of alignment remained practically the same: a 6° maximum curvature and a 5% maximum grade. The width of 40' of grade on major roads remained the same. Concrete pavements were redesigned making them 10" on the edges and 7" in the centre. The pavements were laid in 10' strips, doing away with the galvanized sheet, and considerably more steel reinforcing, both of mesh and expanded metal, was placed in the pavements. This reinforcing was placed near the top with the intention of doing away with the hair cracking which developed in the earlier types of pavement. More attention was paid to subgrade by the use of longitudinal tile and strengthening with sounder material where required. In the year 1935 expansion joints were installed at 80' intervals, consisting of a ¾" bituminous sheet the shape of the cross section of the pavement.

There was no change in the design of bituminous pavements, either black base or penetration. 30' and 40' pavements were adopted in sections where the traffic had become extremely heavy and bridges for 40' of road surface were constructed on these sections. The bridge loading remained at 20 ton. The standard for gravel roads was changed, material being required to pass a ¾" ring with a sand content of 30%. This material was put on in 2" layers.

1936-1937. - New standards of road construction were adopted and roads laid out in various classes -- Trunk roads, consisting of two 20' pavements divided by a boulevard from 5' to 30' wide and paved with concrete; Class A roads, consisting of roads graded to 40' in width with 20' of pavement; Class B roads, consisting of 30' of grading and 20' of road surface; Class C roads, graded to 24' with 16' of road surface; and Class C roads surfaced only with gravel. On trunk roads a right of way of 150 feet minimum was standard, and ditches over 2' in depth were placed outside the right of way. Fills and cuts up to 4' in depth are given a 3 to 1 slope; edges of slopes and ditches are rounded for safety and appearance. Trunk roads have a minimum visibility of 700', a maximum curvature of 3° and gradients of 4%. Class A roads have a minimum visibility of 700', a maximum curvature of 4° and maximum gradient of 5%. Class B roads have a minimum visibility of 500 feet, a maximum curvature of 4° and a maximum gradient of 5%. Class C roads have a minimum visibility of 500', a maximum curvature of 6° and a maximum gradient of 7%.

All classes of roads are built to the same cross section except width of grade. Culverts under centre line on trunk roads are built from fence to fence. Bridges built for 40' of road surface with 20-ton loading. Bridges on Class A roads are built with 40' of road surface and 20-ton loading. Bridges on Class B roads are built with 30' of road surface and 20-ton loading and on Class C roads they are built with 24' road surface and 20-ton loading. There has been no change in the cross section of concrete pavements, but a 6" layer or better of gravel is now placed from shoulder to shoulder underneath the pavement, and in addition, tile drains through all cuts filled to the top with porous back fill are installed. Curbs and gutters and storm sewers are installed on fills and other places where required.

Mixed macadam or black base standards have been changed. A 6" layer of gravel or better is placed from shoulder to shoulder and two 2" layers consolidated of mixed macadam placed and covered with 1" asphaltic concrete. No surface treatment is used.

There has been no change in design of penetration pavements or in the specifications for gravel roads.

There has been no change in the cross section of concrete pavements but 2" poured expansion joints are placed every 300', replacing the ¾" bituminous paper joints which were previously installed at 60' intervals.

Department of Highways, Ontario,
December 1st, 1937.

In re Royal Commission on
Highway Transportation.

Question 3 (b)

(b) County Roads.

Period 1915-1920

In some townships it was felt that the local organization could not build or maintain certain roads in keeping with traffic requirements. To meet this condition, legislation was enacted whereby the county might relieve the township by forming a County Road System in which the heavier travelled roads were incorporated. Expenditures on these roads were provided for through the county levy, and when the work was carried out in accord with the wishes of the Department, the outlay was subsidized. Each county appointed a county road superintendnent who was responsible for all work and expenditures on county roads. This official took his instructions from the County Council, and reported back directly to the Council, or through the County Road Committee. He also submitted annual returns to the Department, of work done on which subsidy was based. All work had to have the approval of the Department's inspecting engineer.

Grading. This work was laid out so as to have a top width of from 24 to 28 feet. Because of narrow road allowances, and such obstructions as road side trees and poles carrying telephone and telegraph lines, the desired widths were not always obtained. The alignment followed the travelled road. Horse-drawn graders were used mostly to do the work, with the result that gradients followed the natural undulations of the land. Material for the fill was obtained from the road side, and was taken in such manner as to form continuous ditches to help drain the road bed. The slope of the earth fills was 1½ to 1 or easier. Such grading work was typical of preliminary development for all types of road surfaces. Some hills were cut, but 8% grades were accepted.

Gravel and Crushed Stone. These were the materials chiefly used for surfacing metal, depending on the convenience to source of supply, either local or commercial. They were spread from 8 to 18 feet in width on the centre of the grade, with varying depths from 3 to 12 inches. Consolidation of gravel surfaces was left to traffic. The macadam method was used for depths of stone that otherwise would have inconvenienced traffic.

Bituminous, Cement Concrete Roads. These types were not constructed extensively prior to 1920. A small mileage of county roads was surface treated. The higher type pavements were confined mostly to towns and villages. Authentic records as to standard of work are not available.

Period 1920-1930

During this period all the counties in the Province adopted County Road Systems. These systems comprised some 15 percent of the total county road mileage, and included the main market roads leading to urban centres within the counties and also those roads forming connecting links with the County Road systems of the neighbouring counties. The organization for carrying out county road work was in accord with the legislation and regulations in effect at that time.

Grading. Alignment, for the most part, followed the centre line of the road allowance. Where the road allowance was narrow, surveys were made and sufficient land secured to give the required 66-foot right-of-way. Material for fills was secured from ditches on either side of the roadway. The ditches were made continuous to an outlet to provide drainage for surface water. The cross section of the roadway called for a top width of from 24 to 30 feet, with side slopes of 1½ to 1, or easier. As far as possible, and in keeping with the ability of the counties to finance, steep grades were reduced and sharp turns were eliminated by re-location. Grades were less than 8 percent and 300 feet radius curves were the minimum.

Gravel and Stone Roads. Depending on location, crushed gravel and stone were used extensively to provide a surface. The gravel road followed a stage construction, that is, just sufficient material to let traffic over it comfortably was spread, and when consolidated, more was added. The gravel was crushed so as not to have stone of a size greater than 1 inch in diameter. Crushed stone was used in a similar manner, the material being a crusher-run product, sized from 1 inch down. The macadam method was also used for constructing stone roads. The depths of these surfaces varied from 4 to 9 inches, consolidated, and were spread at widths of from 8 to 18 feet.

Q. 3 (b)

Gravel and Stone Roads - continued.

Both commercial and local materials were used. This type of surface became dusty under traffic; light oils and calcium chloride were used to eliminate the dust nuisance and to help maintain consolidation.

Bituminous Roads.

Surface Treatment. Surfaces of gravel and stone roads were maintained by treating them with two or three applications of bituminous materials, and adding sufficient stone chip to cover. This was broomed and rolled, or left to traffic to iron out. The idea of surface treatment was to form a cover that would adhere to the base, and take care of the wear and tear of traffic. The width depended on the width of the base.

Mulch and Retread. Gravel or stone were spread on the base, and then sprayed with the bituminous material to be used. The sprayed materials were then worked or manipulated on the road with machinery adapted to such work, until the stone was well coated with the bitumen. It was then spread again on the base at the required depth and rolled. The mulch was used with crushed gravel mostly, and graded stone was used for retread. These types were spread at a depth of 2 to 4 inches, and at widths depending on the base varying from 16 to 20 feet.

Macadam. Two-inch stone was placed evenly on the base to a loose depth of 4 inches. This was rolled lightly to shape, and then sprayed with hot bitumen, which penetrated the loose stone. Inch stone, sufficient to cover, was added, and then rolled to consolidation. Later a surface treatment of bitumen and stone chips were added. This type was put down in widths of from 16 to 20 feet, the consolidated depth varying from 2 to 3 inches.

Black Base. This was a plant-mix produce of bitumen with crushed gravel or crushed stone. It was laid hot in depths from 3 to 6 inches, and in widths of from 12 to 20 feet on gravel or stone base, depending on the foundation. The plant for mixing this pavement was large, but could be moved from place to place.

Premixes. Central plants were established at points in close proximity to gravel pits or stone quarries. A mixture was produced of gravel or stone and bitumen that could be shipped in truck or car-load lots. It could be spread or laid cold before rolling, and could be used as a substitute for any of the already mentioned bituminous pavements.

Sheet Asphalt. It was a mixture of sand stone and bitumen that was laid hot, usually on a concrete or black base foundation, from 1 inch to 2 inches thick.

Cement Concrete Roads. Measured quantities of sand, stone, cement and water put through a mixer. This was spread on the road between forms, and after levelling was allowed to set for three weeks. During the time of curing it was covered with burlap, straw, earth or water. The early slabs put down were of the same thickness, 8 to 9 inches. Later in this period, the slab was designed with the edges thicker than the centre, such as 9-6-9 or 10-7-10. It was laid at widths of 10 to 20 feet with varying distances for transverse expension joints. The 18-foot and 20-foot widths had a longitudinal expansion joint in the centre. Slabs 10 feet in width were usually located in the centre of the road bed, but in some instances were laid wholly on one side of the centre line.

Period 1930-1937.

During this period counties had, in many instances, completed programmes for road work that they had been working to since adopting the County Road System. Because of this the road work took the nature of reconstruction. The problem was to improve and bring the roads up to date, and salvage as much as possible of the earlier work. Definite regulations for guiding work on county roads were compiled and issued by the Department. These stipulated construction workhad to be continuous of not less than one mile in length, had to be guided by surveys, and had to be done on a road allowance at least 66 feet in width.

Grading. All grading work was to be as permanent as possible. The top width of the road bed was set at 30 feet. The road was to have easy flowing uniform grades, the maximum gradient was to be 4%. However, on many roads a 4% grade standard could not be economically obtained and grades up to 8% had to be accepted.

Q. 3 (b)

Grading - continued.

The side slopes were to be suited to the natural stability of the soil, not less than 1½ to 1, and for earth fills under four feet the side slopes were not to be less than 3 to 1. Material for the fill was taken from the side of the road, so as to provide shallow open ditch drainage. When this could not be done successfully, knolls and hills were cut to fill the depressions, or extra land was obtained to get the fill material. The alignment was to be such as to give a clear view of at least 500 feet at all points. Culverts and bridges were to be constructed or rebuilt in keeping with the grading work. Deep fills were to have guide rails and dangerous points were to be indicated with warning signs.

Gravel and Stone Roads. This material was obtained both commercially and locally. More care was taken in producing the local product. For the most part, gravel was crushed. Since it was realized that it was next to impossible to keep these roads up under the increasing traffic, they were constructed with the idea that some time in the near future they would form a base for some other types of surface. The material was spread in the centre of the grade at depths of not more than 3 inches, and at widths to leave at least a five-foot earth shoulder. Consolidation was obtained by the traffic passing over it, or by rolling. A very considerable amount of work was done on these roads in the way of widening the surface. On both sides of the consolidated metal the earth shoulders were trenched, and then back filled with gravel or stone. The excavated material being placed on the outside of the existing shoulder. If this was not sufficient to give the required width, more material was hauled in. The whole surface was then given a spread of gravel or stone some 3 inches deep. Where gravel or stone roads were found to break up from action of moisture and frost, the sub grade was drained either with tile or stone drains, or a combination of these. The dust nuisance on these roads was taken care of by the application of light oils or calcium chloride. The latter was used particularly on gravel roads, and continued applications helped to consolidate the metal. Calcium chloride was also used for stabilization. If not present in sufficient quantity, the required percentage of clay was spread on the road. This was worked into the gravel by scarifying and blading, after which the calcium was added and rolled. If the weather was dry when this was done, the road was sprinkled with water.

Bituminous and Cement Concrete Roads.

Surface Treatment - This was the method most generally adopted to keep the surface, particularly of stone roads, from getting dusty and rough. After a thorough sweeping, a primer was sprayed on the stone base and this was followed by one or two applications of bitumen with sufficient stone chips to cover. The whole surface was then broomed and rolled. Some of the earlier surface treated roads were found to be too narrow and to have too much crown. This was remedied by excavating the sides and back-filling the trenches with a mixture of stone and dust or stone and bitumen. The whole top was surface-treated. Surface treatment was done in such a manner as to give the best traction.

Mulch, Retread, Penetration, Macadam, Premixes. During the depression, surfaces of this type were spoken of as "Low Cost Roads", and were constructed fairly extensively. Generally speaking, the mixture of gravel or stone, and the bitumen was obtained by manipulating the materials on the road with graders Some counties developed small portable plants for mixing the materials, which was then hauled to the road and spread. Central commercial plants also produced a mixed product of these materials that could be shipped by car or truck to the job. These pavements were put down at depths from 2 to 4 inches and at widths of 12 to 20 feet.

Black Base, Sheet Asphalt and Cement Concrete. The work in connection with any of these types of pavement was carried out in accordance with the latest revised plans and specifications of the Department.

In re Royal Commission on
Highway Transportation.

Question 3 (c):

Answer: (c) Township Roads.

Period 1915-1920

During this period nearly all road work was done by Statute Labour. Authentic records as to the standards followed are not available.

Period 1920-1930

Increasing traffic, particularly motor traffic, made the municipalities realize that their road-building methods were not adequate, and would have to be changed. There was a demand on the part of the public for the improvement of roads, and in furtherance of this, Statute Labour was abolished. The responsibility of carrying out township road work was placed upon a permanent official, known as Township Road Superintendent, who took his instructions from, and reported to the Township Council. In carrying out his duties, this official co-operated with the Department of Highways through an inspecting engineer, and annually submitted returns showing the season's work and expenditures on which the township was subsidized. The change in organization for doing township road work not only produced better results, but had the tendency to bring the work in various municipalities nearer to a common standard.

Grading Alignment, generally speaking, followed the road allowance except where unusual conditions were encountered. Road beds were graded with a top width of 24 feet or more, with sufficient crown to shed rain. Slopes of the earth fills were 1½ to 1 or easier, the material being obtained from the road side parallel to the centre of the road, and outside the toe of the slope. This material was taken in such a manner as to make ditches that provided drainage for the road bed. Most of the work was done with horse or tractor-drawn graders with the result that grade lines followed the natural ups and downs of the land on which the road was located. Heavy work in the way of hill cutting was not extensive.

Gravel and Stone Roads. Pit run gravel, crushed gravel and crushed stone, local and commercial, depending on location, were the materials used to provide an all-weather surface for a very large percentage of Township Roads. These materials were spread at widths from 8 to 18 feet, and at depths from 3 to 12 inches. When consolidation was left to traffic, these materials were spread at depths of not more than from 2 to 4 inches at a time. This method was referred to as traffic-bound gravel or stone, the different spreads being applied either seasonally or as required. Where a 9-inch consolidated depth of crushed stone was laid, the macadam method was used. The material used for the traffic bound surface was of a size that would pass through a 1½ inch ring. Under traffic these roads became quite dusty, depending on the material used. In some sections light oils or calcium chloride was applied to overcome the dust nuisance.

Bituminous Roads.

Surface Treatment. Gravel and stone roads that did not break up under traffic or weather conditions, and where the volume of traffic warranted something better than a dust layer, was treated with one or two applications of bituminous materials with sufficient stone chips to cover.

Mulch, retread, penetration, mixed macadam and sheet asphalt were some of the types of bituminous pavements used. These were not constructed on a large scale but were confined to sections of municipalities adjacent to large towns and cities, or to industrial centres. The cross section called for widths of from 16 to 20 feet, and varying depths from 3 to 6 inches.

Cement Concrete Roads.

This type of road was not extensively built, usually only in sections of municipalities having urban conditions. It was laid in widths of from 10 to 20 feet, and the cross-section of the concrete slab varied from an even thickness of 7 or 8 inches throughout to one thicker at the centre than at the edges such as 6" - 8½" - 6". In a few instances pavements were built having a cement concrete base of 5 inches, and a 3-inch top of sheet asphalt.

Period 1930-1937

A large percentage of the townships within the organized counties were carrying out their road work activities in accord with the provincial legislation and regulations pertaining thereto, and receiving subsidies on the expenditure. During the years of depression, further assistance was given to the municipalities for road work projects undertaken in co-operation with the Department of Public Welfare as well as with the Department of Highways, in order to help relieve the unemployment condition. Regulations to guide the municipalities were issued by the Department.

Grading The top width for grades remained at 24 feet, this being the minimum except on roads of minor importance where a less width would serve the traffic. Fills of 4 feet in depth were given an easier slope than 1½ to 1. The alignment was made as straight as possible, following the centre of the road allowance. Where possible, material for fills was obtained from the road side, but if, in taking such fill materials, continuous drainage was interferred with, then the material was hauled either from high places on the road allowance, or from land secured for that purpose. The maximum grade was set at 6%, but because of unusual conditions met with in many localities this standard could not be followed and steeper grades had to be accepted. All grading work was made as permanent as possible, with the thought of safety as well as service for the travelling public. Deep fills were marked with posts or guide rails. Culverts under the road bed were extended or rebuilt, and the bridges were repaired or reconstructed to meet conditions.

Gravel and Stone Roads. These materials, both commercial and local, were used extensively. Improved methods for handling materials were installed in pits and quarries. The use of trucks for hauling not only speeded up delivery of materials, but enabled the spreading to be done to better advantage. For the most part, the traffic bound type was constructed. In some instances, rollers were used to help consolidation. More care was taken in selecting gravel pits and quarries. The material for top surfacing was screened so as to have a graded product which would pass a 1½ inch ring, and was spread evenly at depths of 3 inches and less at a minimum width of 8 feet. Light oils and calcium chloride were used to a greater extent on these surfaces to lay the dust.

Bituminous and Cement Concrete Roads.

Surface Treatments. This method of keeping gravel and stone road surfaces from becoming dusty, wash-boarded, and free from pot holes became more popular with the municipalities. It was used mostly on stone roads, either traffic bound or macadam. For best results, the stone surface was swept clean of all dust and loose particless of stone, then a binder or primer application of bitumen was sprayed and allowed to penetrate and set. On top of this was sprayed heavier bitumen with sufficient stone or gravel chips to cover, and the whole consolidated either by roller or traffic. The heavy bitumen was usually put on in two applications, the amount used per square yard depending on the condition of the base. The latter also governed the width of the surface.

Bituminous and Cement Concrete Roads.

Mulch, Retread, Penetrations Macadam, Mixed Macadam, Sheet Asphalt and Cement Concrete. These, the higher types of pavements, were not constructed extensively due to the financial condition of the municipalities during the depression. Any work of this nature was carried out in keeping with specifications of the Department of Highways.

Department of Highways, Ontario,
December 22nd, 1937.

In re Royal Commission on
Highway Transportation.

Question 3 (d)

Answer: As follows:

(d) Northern Development Roads.

1915

Any road work carried out at this time was done in short stretches and consisted of the construction of roads by hand labour in the vicinity of settled communities and towns. It was under the direction of both the Northern Development Branch of the Department of Lands and Forests, and the Colonization Roads Branch of the Department of Public Works. The roads were of narrow width, the maximum being 16 feet.

1920

Practically all roads in Northern Ontario were under the jurisdiction of the Northern Development Branch, the activity of the Colonization Roads Branch being restricted to making grants to various municipalities.

The principal work was the construction of connecting roads between the various settled communities and towns. This type of road was narrow and followed the contour of the ground. The secondary roads constructed were about 12 feet wide and were surfaced with gravel. The settlers' roads constructed were of approximately the same width, but had a dirt surface.

No great thought was given at this time to alignment and curvature on any of the roads, since only a limited amount of money was available and it was desired to complete as many miles as possible. The actual standard was left practically in the hands of the various engineers in charge of the work.

1925

Trunk roads, mostly gravel, were increased in width to 24 feet. More thought was given to grades and curvature.

In one or two of the districts, penetration and retread pavements were constructed. This was of a light type, mostly 3 inches in thickness.

Secondary trunk roads were improved, and more gravel was applied to them.

Settlers' roads were also given consideration, and gravel applied to the dirt surface in many cases.

All road work at this time, with the exception of paving, was done by hand labour. Very little mechanical equipment was used.

1926

The Department of Northern Development was created and placed under the directi n of a deputy minister in this year. In this year also the Ferguson Highway between North Bay and Timmins was completed, giving the north access to the south by motor car. This road was 24 feet in width and was surfaced with gravel.

1930

In this year, the road between Cochrane and Kapuskasing was completed as a continuation of the Ferguson Highway. This also had a 24-foot width and was gravel surfaced.

Secondary roads were considered as feeders to the main roads, and were increased to 18 feet in width. They were mostly gravel surfaced.

Quite a large mileage of settlers' roads was constructed and many miles gravelled. These roads were about 14 feet in width.

The Trans-Canada Highway, the construction of which was now begun, called for higher engineering standards. The width of the travelled roadway required was 30 feet, with a maximum 6 degree curve, and 500 feet vision on hills. This road was constructed entirely by day labour at this time.

1935

Trunk roads at this time were practically all of gravel, and in most cases were widened out to 30 feet. Alignment and curvature were improved and further retread pavement was laid. The Trans-Canada Highway, in two or three districts, was

Q. 3 (d) continued.

well on the way to completion. The secondary roads were also improved. More attention was given to curvature and alignment on them.

More settlers' roads were built and a better type of road was constructed, the idea being to give nearly all the settlers some sort of an outlet from their property.

1936.

The Department of Northern Development was taken over in 1936 by the Department of Highways, and more than 2500 miles of the main trunk roads in the north were assumed as King's Highways. The standard of construction was raised to that followed in the south.

1937.

The standard of construction used in the early years has been found inadequate to care for the increased automobile traffic. Grades are now being improved on the King's Highways. The road bed has been widened out to 40 feet and the visibility increased to 700 feet.

Secondary or feeder roads have also been improved concurrently with the King's Highways. In many cases, particularly on tourist roads close to cities or towns where the traffic is excessively heavy in the summer and light in the fall, a cheaper type of pavement has been constructed that does away with the dust nuisance and also gives better riding qualities. The surfacing is mostly of the gravel mulch type.

Little change has been made in the unorganized township roads during the past two years, but the constructed mileage has been maintained in a serviceable condition.

In the organized townships, agreements are in force under which the Department of Highways contributes half the cost.

In a great many cases, in the unorganized townships, statute labour boards have been created. The Department of Highways pays for half the cost of the roads here also.

Department of Highways, Ontario,
December 29th, 1937.

In re Royal Commission on
Highway Transportation.

Question 4: Representative estimates of the construction cost per mile of each of the various types of roads in conformity with the standards in use in 1915, 1920, 1925, 1930 and 1937. Costs to include engineering costs properly applicable.

Answer: as below:

Estimates of Construction Costs
(per mile)

(a) King's Highways.

Year	Cement Concrete Cost per mile.	Bituminous Concrete	Penetration Macadam	Macadam Roadway
1922	$30,160	$32,100 -3" top with base		$8,000 base only
1925	22,300	28,000 -6" thick with seal coat	$17,600	12,000
1930	21,700	24,200 -6" thick with seal coat	18,700	
1935	18,500	10,000 -3" thick, no base	15,000	
1937xx	23,000	17,000 -1" top and 4" base	14,000	

xx - Machine finished, and
6" gravel under pavement.

Department of Highways,
Toronto, November 25th, 1937.

In re Royal Commission on
Highway Transportation.

Question 4:
(b) County Roads.

Answer: As below:

Estimates of Construction Costs
(per mile)

(b) County Roads.

	1915 - 1920	1920 - 1930	1930 - 1937
Grading	$150 - $1600	$150 - $1000	$200 - $4000
Gravel and Stone	600 - 1200	500 - 1000	500 - 1000
Stone Macadam	1000 - 5000	1000 - 7000	1000 - 7000
Bituminous Roads			
Surface Treatment	$700 - $1200	$600 - $1200	$400 - $1200
Mulch		2200 - 3600	2500 - 5200
Retread		2300 - 4000	3000 - 5800
Penetration	10000 - 18000	14000 - 15000	- 5000
Black Base		12000 - 25000	14000 - 21600
Sheet Asphalt		16000 - 30000	
Cement Concrete	$13000 - $25000	$25000 - 27000	$18000 - 20000

NOTES:
- Grading - Width of grade 24 feet.
- Gravel and Stone - Spread loose - depths 3 to 6 inches, widths 12 to 18 feet, consolidated by traffic.
- Stone Macadam - Depths vary from 4 to 9 inches, consolidated by watering and rolling. Widths from 12 to 18 feet.
- Surface Treatment - Bitumen sprayed in one, two or three applications with stone chips to cover. Widths vary from 12 to 18 feet.
- Mulch and Retread - Stone or gravel base not included. Depths vary from 2 to 3 inches at width of 18 feet.
- Penetration - 1915-1930 includes grading etc. 1937 is just the 3" top consolidated.
- Black Base - With and without stone or gravel base at depths from 3 to 5 inches. Width 18 feet.
- Sheet Asphalt - With and without base 18' wide.
- Cement Concrete - 1915-1930 includes all developing work, 1930-1937 just the slab.

Department of Highways, Ontario.
November 26th, 1937.

In re Royal Commission on
Highway Transportation.

Question 4:
(c) Township Roads.

Answer: As below:

Estimates of Construction Costs
(Per Mile)

(c) Township Roads.

	1915 - 1920	1920 - 1930	1930 - 1937
	$	$	$
Grading	100 - 700	100 - 400	100 - 500
Gravel and Stone	500 -1600	500 -1200	500 -1000
Stone Macadam	1000 -3000	700 -2000	600 -1800
Surface Treatment	700 -1200	400 -1000	400 -1000

NOTE:
Grading - Width of grade 24 feet.
Gravel and Stone - Spread loose 3 to 4 inches deep. 8 to 18 feet wide consolidated by traffic.
Stone Macadam - 4 to 8 inches deep. 8 to 18 feet wide, consolidated by watering and rolling.
Surface Treatment - Bitumen applied in one and two applications. 12 to 18 feet wide.

Department of Highways, Ontario.
November 26th, 1937.

In re Royal Commission on
Highway Transportation.

Question 4:
(d) Northern Development Roads, not included in (a), (b) or (c).

Answer: as below:

(d) Northern Development Roads,
not included in (a), (b) or (c).

(1) 1915 - $5,000 Grading and Gravelling (Estimated Average)

(2) 1920 - 5,000 Grading and Gravelling (Estimated Average)

(3) 1925 - (8,000 Grading and Gravelling (Estimated Average)
(7,000 to $10,000 Surfacing

(4) 1930 -(12,000 to $20,000 Grading and Gravelling
(7,000 to 10,000 Surfacing

(5) 1937 - In earth and clay areas, average grading costs $14,000 per mile.

In rock country, grading and gravelling costs from $20,000 to $50,000 per mile.

Surfacing, Cement Concrete, $23,000

Bituminous Concrete, $17,000

NOTE: (1), (2), and (3) - The grading and gravelling in connection with these roads includes clearing, grubbing, ditching, claying muskegs, and gravelling surface.

(4) - The costs as shown refer to main trunk roads.

(5) - This has reference to Class "A" construction, King's Highways.

Department of Highways, Ontario,
Jan. 3rd, 1937.

Question 5: Total expenditure for maintenance and average cost per mile, year by year from 1915 on:
(a) King's Highways
(b) County Roads
(c) Township Roads
(d) Northern Development Roads not included in (a), (b) or (c)?
The above to be segregated into, surface maintenance, roadside maintenance or betterment.

HIGHWAY MAINTENANCE
(a) King's Highways

(Based on yearly maintenance reports)

EXPENDITURE, ONTARIO

	1926	1927	1928	1929	1930	1931	1932	1933	1934	Apr.1-1935 to Mar.31-1936	Apr.1-1936 to Mar.31-1937
Mileage	1,886.16	2,406.61	3,492.83	2,507.63	2,736.91	2,908.71	2,967.	3,046.07	3,486.35	3,653.81	3,838.71
	$	$	$	$	$	$	$	$	$	$	$
Road surface	809,555.91	1,189,670.30	878,635.01	809,258.96	1,072,685.50	480,675.75	628,071.58	432,742.88	724,829.22	614,226.22	749,078.12
Average, per mile	429.21	494.34	352.46	322.72	391.71	165.25	211.68	142.07	207.90	168.11	195.29
Engineering	33,952.33	32,642.52	34,512.43	30,075.26	50,453.42	26,436.25	38,173.36	24,896.99	22,547.48	23,418.62	26,007.00
Average, per mile	18.00	13.56	13.85	11.99	18.44	9.09	12.87	8.17	6.47	6.41	6.78
Grade	48,620.75	84,370.89	93,702.87	91,106.58	161,186.00	42,540.45	39,425.99	21,207.45	31,601.16	24,768.80	41,446.79
Average, per mile	25.78	35.06	37.59	36.33	58.89	14.63	13.29	6.96	9.06	6.78	10.81
Bridges and Culverts	72,410.05 x	90,118.40 x	19,913.91	55,199.70	42,356.11	20,522.20	12,643.71	7,640.68	19,136.82	18,599.41	12,204.99
Average, per mile	38.39	37.45	7.99	22.01	15.48	7.06	4.26	2.51	5.49	5.09	3.18
Side Entrance Culverts			3,400.83	4,769.84	4,174.67		6,577.84	4,360.26	7,782.80	6,152.29	8,533.33
Average, per mile			1.36	1.90	1.53		2.22	1.43	2.23	1.68	2.23
Drainage			70,513.44	87,907.21	81,838.08	38,156.15	36,088.86	14,992.02	51,442.02	40,000.56	38,204.69
Average, per mile			28.28	35.06	29.90	13.12	12.16	4.92	14.76	10.95	9.96
Snow & Ice Account	72,469.41	64,640.51	142,149.48	236,208.46	418,946.88	446,761.30	231,544.31	173,352.64	445,307.34	596,067.71	468,446.83
Average, per mile	38.42	26.86	57.03	94.20	153.07	153.60	78.04	56.91	127.73	163.13	122.13
Roadside Maintenance	68,882.98	98,394.48	111,777.36	128,855.85	187,515.19	123,735.66	116,539.12	68,416.24	103,280.66	94,444.25	112,940.58
Average, per mile	36.52	40.88	44.84	51.38	68.51	42.54	39.28	22.46	29.63	25.85	29.45
Guard Rail	16,730.33	33,319.78	31,156.15	32,135.69	41,047.41	51,729.39 xx	24,458.33	7,396.95	40,915.89	19,673.10	23,179.59
Average, per mile	8.87	13.84	12.50	12.82	15.00	17.78	8.24	2.43	11.74	5.38	6.04
Signs		4,694.01	5,001.69	11,286.59	40,393.18		28,727.90	23,137.57	33,394.51	34,843.98	27,017.18
Average, per mile		1.95	2.01	4.50	14.76		9.68	7.60	9.58	9.54	7.04
Line Painting							10,615.60	2,111.27	10,957.19	10,564.81	11,901.69
Average, per mile							3.58	.69	3.14	2.89	3.10
Miscellaneous	57,378.48	48,064.65	26,361.69	29,875.97	40,327.00	6,502.13	5,694.25	3,908.10	7,162.50	27,190.12	19,257.43
Average, per mile	30.43	19.97	10.57	11.92	14.73	2.23	1.92	1.28	2.05	7.44	5.02
Total Maintenance	1,180,000.24	1,645,915.54	1,417,124.86	1,516,680.11	2,140,323.44	1,237,059.28	1,178,560.85	784,163.05	1,498,357.59	1,509,949.87	1,538,218.22
Average, per mile	625.61	683.91	568.48	604.83	782.02	425.30	397.22	257.43	429.78	413.25	401.03

x includes Drainage.
xx includes signs.

Calendar years, 1924 and 1925
(Details unavailable)

Calendar Year	Mileage	Amount	Average per mile
1924	1,718.19	$1,046,805.16	609.25
1925	1,815.82	958,227.56	527.71

Department of Highways,
Ontario.
Toronto, November 20,1937.

Question 5: Total expenditure for maintenance and average cost per mile, year by year from 1915 on:

(b) County Roads

In re Royal Commission on Highway Transportation

HIGHWAY MAINTENANCE EXPENDITURE, ONTARIO

(b) COUNTY ROADS

Year Work Done	Brushing and Wood Cutting	Ditching	Grading	Dragging	Culverts (Repairs only)	Bridges (Repairs only)	Re-Surfacing	Stabilizing, Oiling etc.	Snow Roads	Wire Fence, Bonus and Guide Rails	Total Subsidisable Expenditure	County Road Mileage	Average Maintenance Cost, a mile
1919	$ 6,928.21	$ 7,828.78	$ 199,077.55	$ 98,435.43	$ 29,558.54	$ 37,674.10	$ 1,292,234.03	$ 58,761.77	$ 8,094.72	$ 8,371.29	$ 1,746,964.42	9,953	$ 175.52
1920	10,697.35	5,538.25	242,218.21	101,474.94	42,709.42	50,469.21	1,601,905.47	70,033.03	91,385.17	6,503.30	2,222,934.35	9,725	228.37
1921	16,032.27	10,315.39	250,700.54	148,386.86	68,480.08	60,464.19	2,174,195.23	115,026.31	15,850.95	5,744.43	2,865,196.25	9,609	298.18
1922	15,467.73	23,268.94	189,448.41	141,292.28	67,962.84	54,641.69	1,583,380.01	151,748.61	21,736.58	7,550.14	2,256,497.23	9,775	230.84
1923	18,257.66	17,188.47	176,549.51	137,904.45	54,081.27	57,997.57	1,338,662.39	246,048.10	64,624.88	11,565.15	2,122,859.45	9,899	214.43
1924	31,052.91	30,777.92	156,531.72	164,887.88	27,307.82	40,729.86	1,469,457.37	227,435.26	124,446.10	14,125.56	2,286,752.40	10,050	227.54
1925	34,938.59	30,767.07	125,786.66	175,536.76	31,113.54	43,638.58	1,244,238.30	263,168.65	78,095.74	21,410.76	2,048,694.65	7,979	256.76
1926	30,510.64	30,172.82	97,832.13	165,377.41	30,664.94	41,229,14	1,041,095.47	332,241.78	93,168.89	11,411.07	1,873,704.29	7,979	234.83
1927	49,713.37	43,589.06	113,067.15	220,590.88	32,049.38	76,914.69	1,273,258.79	355,195.97	47,037.42	15,140.98	2,226,557.69	7,720	288.42
1928	65,351.59	42,097.41	84,354.23	257,951.15	33,137.46	61,605.37	1,228,198.35	428,596.87	78,281.14	14,621.11	2,294,194.68	7,905	290.22
1929	94,958.25	57,733.45	124,379.79	271,556.06	39,995.88	59,381.42	1,385,991.76	400,259.70	88,264.63	11,041.68	2,533,562.62	8,095	312.98
1930	101,109.84	79,130.45	98,617.59	260,939.38	39,213.54	87,110.38	1,110,459.33	351,356.32	174,298.74	16,414.87	2,318,650.44	7,970	290.92
1931	122,223.76	48,437.47	86,664.48	244,516.87	29,797.54	70,296.22	1,081,549.40	215,983.79	173,273.59	28,237.13	2,100,980.25	7,941	264.57
1932	105,710.37	51,480.77	95,046.59	230,300.87	30,027.31	48,346.76	1,004,018.31	347,416.33	76,090.92	20,249.61	2,008,687.84	7,890	2,254.58
1933	75,404.78	40,639.53	81,076.92	180,272.28	22,104.13	35,907.53	851,615.02	197,639.81	52,253.22	16,526.88	1,553,440.10	7,993	194.35
1934	77,457.37	40,169.12	91,398.58	154,426.38	24,778.08	32,698.98	687,427.14	211,194.74	121,138.56	15,765.95	1,456,454.90	7,869	185.10
1935	87,420.76	43,435.07	95,603.65	174,467.70	31,496.07	41,303.80	761,466.92	236,131.30	138,713.23	18,985.72	1,629,024.22	8,224	198.08
1936	85,955.05	29,298.05	78,067.04	151,597.20	26,058.51	51,822.64	766,545.67	219,579.33	296,962.34	21,528.03	1,727,413.86	8,306	207.97
	$1,029,190.50	$631,868.02	$2,386,420.75	$3,279,914.78	$660,536.35	$952,212.13	$21,895,698.96	$4,427,817.67	$1,743,716.82	$265,193.66	$37,272,569.64	154,882	

Before 1919 the maintenance expenditure was not sub-divided under various headings.

From 1927 to 1934 inclusive, the total expenditure given above does not agree with the maintenance expenditure previously supplied in answer to Question 43 (2), because "Urban Improvement" figures have been deducted, since such expenditures were not made on designated county roads. For 1935-6 proportions of "Machinery", "County Bridges" and "Superintendence" have been deducted to keep the statement uniform.

Department of Highways, Ontario,
November 20, 1937.

In re Royal Commission on
Highway Transportation

Question 5: Total expenditure for maintenance and average cost per mile, year by year from 1915 on.

(c) Township Roads

Answer: There are no average costs per mile tabulated for Township Roads. For total maintenance costs by years, see answer to Questions 42 and 43 (a) (b) (3).

(d) Northern Development Roads not included in (a), (b) or (c).

Answer: There are no average costs per mile tabulated for Northern Development Roads. For total Maintenance costs by years see answer to Questions 42 and 43 (a) (b) (5).

Department of Highways, Ontario,
December 3, 1937.

In re Royal Commission on
Highway Transportation.

Question 6: Average age of pavements of each type when resurfacing is required?
(a) Gravel
(b) Bituminous Macadam
(c) Cement Concrete
(d) Other types.

Is such resurfacing included in maintenance or in new construction?

Answer: (a) Average age of gravel roads is 1 year on Provincial Highways.

(b) Bituminous macadam surface treated once every 3 years, releveled and resurfaced approximately every 15 to 20 years.

(c) Average age, 20 years.

(d) Other types, retreads and mulches, 5 years.
Stabilized roads, 2 years.

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Question 7: Representative present costs per mile for re-surfacing.
(a) Gravel with gravel
(b) Bituminous macadam with a new wearing course
(c) Concrete pavements with bituminous concrete
(d) Other types.

Answer: (a) Gravel roads, $300 to $400 per year per mile
(b) Bituminous macadam, surface treatment, $1,000 per mile. Re-surfaced, $5,000 to $7,000 per mile.
(c) Concrete pavements (bituminous top), $5,000 to $7,000 per mile.
(d) Other types: Mulches and retreads, $4,000 per mile.
Stabilized roads, $1,000 per mile.

All these answers are based on 20-foot pavements.

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Question 8: What is the frequency with which surface treatments are required on bituminous roads of different design, and the cost of such per mile or square yard?

Answer: Mixed macadam bituminous roads of the older design need surface treating every three years, at a cost of $1,000 per mile. The newer type of mixed macadam now being built will not require surface treating at all.
Penetration and retread roads need surface treating once every 3 years at a cost of $1,000 per mile, for a 20-foot width.

Department of Highways, Ontario.
December 1st, 1937.

In re Royal Commission on
Highway Transportation.

Question 9: (a) Inches of gravel spread initially on:
1.Primary roads, such as King's Highways.
2.Secondary roads, such as County and Township roads.
(b) Inches of gravel applied as resurfacing on 1 and 2.
(c) Age of gravel pavement when resurfacing required on 1 and 2.
(d) Traffic volume at which bituminous surface treatment deemed economical.
(e) Data, if available, of amount of surface displaced per year by a given amount of traffic.

Answer: (a) 1. On primary roads, such as King's Highways, as a rule the Department does not figure that gravel roads will remain as such for a very long period, and, in consequence, the gravel is put on 3 inches thick, 20 feet wide, after first grading, and light applications are applied in succeeding years as required.

2. A large number of the municipalities are following the Department's specifications. Some are putting gravel 6 inches in depth over roads that have not received any gravel or stone previously. Average width 16 feet.

(b) 1. From 1 to 2 inches per year.

2. From 1 to 2 inches per year.

(c) A gravel road has to be re-surfaced yearly in order to keep it in good condition.

(d) With a traffic count of more than 800 vehicles per day, gravel roads become too expensive to maintain, and should be hard surfaced.

(e) No data available.

Department of Highways, Ontario.
December 1st, 1937.

In re Royal Commission on
Highway Transportation.

Question 10: For 10 to 20 cases of typical gravel road projects of some extent, complete construction and maintenance history, including:
(a) Condition of road before the project.
(b) Construction work accomplished.
(c) The date.
(d) Maintnenance cost per mile before and since the project.
(e) Traffic on the road before construction, and since.

The cases to be selected from different localities where local conditions are not alike.

Answer: The question was submitted to fifteen County Engineers in fifteen different counties. The following summarizes their answers:

Bruce County:

County Road No. 3, Elora Road, from King's Highway No. 9, northerly through Paisley to Southampton, a distance of 29 miles.

(a) The road was a little better than an ordinary township road, although it was always one of the important roads in the County.

(b) It has been our policy to do stage construction, the most dangerous and narrow sections being improved first, so that the whole County system is improved gradually, rather than expend large sums in one section and neglect others.

(c) Construction from 1918 to 1935 consisted of cutting grades, gravelling, widening, ditching and culverts, after which a certain amount of retread was started.

(d) The maintenance cost from 1918 to 1926 averaged $91.83 per mile per annum, and from 1926 to 1935 inclusive, $222.38 per mile. During the last two or three years the dust has been taken care of by chloride. A great deal of snow fence was purchased from 1929 on, and during the last three years the road has been kept open most of the winter.

(e) The only traffic census on this road which we have is as follows:

Date	Total Daily Average	
	Summer	Fall
1924	51	49
1925	62	57
1926	78	
1929	295	
1930	332	207
1931	286	173

Traffic reached a peak in 1930, then dropped until 1932. I would estimate that it is now at least 25% above 1930, although we have no census to confirm that statement. It is quite possible that during the tourist season traffic has increased more than 25% over 1930.

Essex County:

County Road No. 8, Colchester-Gosfield Townline from the Lake Front Road to Essex, the Naylor Side Road in Maidstone from Essex to King's Highway No. 2A, and the East River Puce Road in Maidstone.

(a) Dirt road and varying widths of grade.

(b) Graded to standard width, bridges and culverts installed, and several heavy applications of gravel [illegible].

(c) The period 1925 to 1931.

Essex County - continued.

(d) Maintenance cost before project $116.40 per mile
Maintenance cost since project $275.31 per mile.

(e) No figures before construction. Traffic since construction would be about 500 vehicles per day on 16 miles and about 75 per day on 6 miles.

Huron County:

County Road No. 32, Tuckersmith Twp., Kippen east 2 miles.

(a) This road had been graded to a width of about 20 feet, and gravelled lightly. The culverts were narrow and in bad condition. The drainage of the road was poor, and the road became impassable frequently, which necessitated the application of new gravel at intervals.

(b) The road was constructed to a top width of 32 feet, and the side slopes to the ditches built with a maximum slope of 4:1. 8760 feet of 4-inch tile drains were installed and backfilled with gravel. The culverts were renewed or extended and 3785 cubic yards of gravel per mile were added.

(c) The work was carried out in 1934.

(d) The maintenance costs per mile on this road, prior to 1934, -

1931	$185.60 per mile
1932	229.25 per mile
1933	120.18 per mile

Since 1934

1935	23.13 per mile
1936	28.26 per mile
1937	22.80 per mile

(e) The traffic on this road has increased from about an average of 195 per day to 240 per day since 1934.

Middlesex County:

1. Road between Concessions 5 and 6 of the Township of North Dorchester, from the line between the Townships of North Dorchester and Westminster easterly to Harrietsville, a distance of 4½ miles.

From 1921 to 1936 inclusive the cost of maintenance of this road was $71[illegible].37, or $98.95 per mile per year. The road when assumed by the County was partially graded, with some gravel, but was impassable during the spring of the year. It is now a well graded, well drained gravel road, 28 foot grade. The gravel surface is about 18 feet wide. It gives a good service through all seasons of the year. The traffic on it is the average of our County Road System.

2. The Sarnia Gravel or Egremont Road through the Township of Adelaide, a distance of 11½ miles.

This road was a County Road until 1881, a Township Road from 1881 to 1906, and since that date has been maintained by the County. It was an improved gravel road when assumed and is now in a good state of repair. It is one of the heaviest travelled roads on the County Road System. From 1921 to 1936 the maintenance of this road cost $40,785 or $222 per mile per year.

Peterborough County:

Warsaw Road, Peterborough to Warsaw through Douro Township.

(a) This is a winding road over rolling land running 12 miles north easterly from the city of Peterborough. It has numerous curves and grades and was originally a narrow road about 16 feet wide.

(b) Construction work has been carried on over a long period and since 1932 we have built about one mile each year, banking all curves, widening out the roadbed to 28 feet, shoulder to shoulder. We are constructing shallow ditches with a long easy slope from the shoulder to the ditch bottom.

eterborough County - continued.

(c) Up to December 1, 1937.

(d) The average maintenance cost per mile for the years 1932 to 1934, inclusive, was $222.60, and from 1935 to date, $270 per mile. The increased cost is due to the higher class of maintenance which we are providing now and is mostly covered by the use of calcium chloride to the extent of approximately $50.00 per mile.

(e) Traffic census in July, 1932, taken just east of the city of Peterborough on an 18-hour count gave a low daily census of 431 vehicles and a high census on Saturday of 717 vehicles. On Monday, June 28, 1937, the 18-hour traffic at the same point was 550 vehicles and on Saturday July 31, 1937, the 18-hour traffic was 840 vehicles. At a point on the road about 9 miles out from Peterborough, traffic on Monday, June 28, 1937, was 198 vehicles and on Saturday, July 21, 1937, traffic was 350 vehicles.

Renfrew County:

County Road No. 12, Township of Westmeath; Chaffey's Corners - Westmeath Village,- Lapasse-Beachburg, a distance of 20.7 miles.

(a) Before improvement this was a dirt road, very narrow as to grade; with wooden culverts and bridges. On 9 miles the fences had to be moved to provide proper right-of-way. Six miles of grading was in light sandy loam while the remainder was in clay. Very few rock outcroppings were encountered.

(b) Construction work on this road consisted of widening the right-of-way; widening the grade, 7 miles being graded to a width of 20 feet, 12.5 miles to a width of 24 feet, while 1.2 miles remain to be constructed. On the grade there was placed gravel to a depth of 6 inches and a width of 16 feet.

Four bridges and thirty-five reinforced concrete culverts were constructed, together with the necessary pipe culverts.

(c) Major construction projects were undertaken in the years 1921, 1922, 1923, 1925, 1927 and 1930.

The bridges were built in 1919, 1920 and 1922.

(d) In 1919 the cost of maintenance averaged $27.70 per mile.

In the 6 years, 1931-1936, inclusive, the cost of maintnenace per mile has averaged $106.30.

The road has not been treated with a dust-layer, with the exception of ½ mile in the village of Westmeath, which gets yearly applications of calcium chloride.

(e) At the beginning of the period the traffic consisted of a preponderance of horse-drawn vehicles, with a few motor cars. At present, of course, this is reversed. We have no authentic traffic count.

Waterloo County:

1. County Road No. 16 - Known as the Roseville Road, in North Dumfries township, Waterloo County, being more particularly described as follows:- Starting at Roseville and running easterly on the line between concessions XI and XII to the easterly limit of Lot 19 where it connects with Galt Suburban Road No. 16

(a) Road allowance originally 66 feet but had been encroached upon in several locations. Road narrow, only 20 feet wide, including shoulders. A couple of sharp, short hills. Length, 1 mile.

(b) Had fence moved back to correct location; road graded to 32 feet wide, including shoulders; all gradients reduced; installed several concrete and corrugated iron culverts; applied 1556 cu. yds. of crushed gravel, 21 feet wide; treated same with dustlayer.

Waterloo County - Continued.

(c) 1935.

(d)

1932	$447.
1933	86.
1934	110.
1935	Construction grading
1936	293.
1937	1154. (10½ months) Road made ready for low cost bituminous top.

(e) (1) Traffic 540 per day before road was graded.
(2) Traffic increased (no traffic count taken.)

2. County Road No. 13 from Bloomingdale to the Crow's Foot or more particularly described as follows:- In Waterloo Twp., Waterloo County, starting at the Village of Bloomingdale and running northerly along the westerly limit of Lots 71 and 70, thence through Lots 68, 10 and 11 to connect with County Road No. 8 at what is locally known as the Crow's Road.

(a) Road allowance of 40 feet; road narrow, only 20 feet wide at most, including shoulders; two sharp curves; view approaching junction with Road No. 8 very poor; length, 2 miles.

(b) Bought land necessary to give road allowance of 66 feet, plus extra land necessary due to cuts and fills; improved two curves; widened road to 32 feet (34 feet on curves) including shoulders; improved view approaching Road No. 8; improved 4 gradients; installed several concrete and corrugated iron culverts; applied 2824 cu. yds. of crushed gravel 21 feet wide.

(c) 1935.

(d)

1932	$104.
1933	229.
1934	170.
1935	Graded
1936	341.
1937	1036. (10½ months) Road prepared for low cost bituminous top.

(e) Traffic before construction, 365 per 24 hours.

Traffic after construction increased (no traffic count taken.)

Dufferin County:

The Orangeville - Fergus Road, 11.1 miles in length, in the County of Dufferin.

In 1923 this was an ordinary turnpiked earth road with a light covering of coarse gravel in some parts. It was partly graded and constructed in 1924 and completed in 1928 to a width of 28 feet with a gravelled driving surface of 16 feet. The driving surface in 1932 was widened to 22 feet, and in 1934 a system of stabilization was commenced by using a mixture of clay, gravel and calcium chloride. This stabilization was completed in 1936. The road to-day has a hard surface of stabilized gravel, smooth and practically dustless.

The maintenance cost before grading was $126 per mile; before stabilization $374 per mile; and in 1936 it was $361 per mile.

There are no figures showing the volume of traffic on this road just prior to construction. In 1932 the traffic count was 450 vehicles per day with a peak load of 920. In 1937 the traffic count was approximately 750 vehicles per day during the summer, with a peak load of 1400 vehicles.

Grey County:

Road westerly from Owen Sound through Jackson to the Grey-Bruce Boundary line. Length, 8.5 miles.

In 1925 - 1.1 miles was a constructed waterbound macadam road in good condition.
1.2 miles had a 10' strip of concrete down the centre with gravel shoulders. Condition of concrete, fair. Remainder of road was good county gravel road, not constructed.

In 1926 - 2.6 miles of the remainder was constructed and widened to 28 feet and surfaced with gravel.

In 1927 - The original 1.2 miles of constructed waterbound macadam was surface treated with asphalt. 2.5 miles of the remainder was constructed and widened to 28 feet and surfaced with gravel.

In 1928 - The remainder of the road was constructed and widened to 28 feet and surfaced with gravel.

In 1929 - The original waterbound macadam road and one half mile retread, 20' wide - leaving
0.8 miles 10' concrete strip - gravel shoulders
6.1 miles gravel road
1.6 miles tar retread.

In 1933 - 2.6 miles of gravel road was resurfaced with 2" of asphalt mulch 20' wide.

In 1935 - This road was taken into the Provincial Highway System and has been maintained by the Province since then.

Maintenance Cost Records.

		Resurfacing with gravel	Surface Treatment	Dust Layer.
1925 - $1,734	includes	$1,035		
1926 - $2,623	"	313		
1927 - 3,021	"	200	$ 718	
1928 - 10,981	"	5,756		$1,819
1929 - 13,919	"	3,642		961
1930 - 5,547	"	728	1,594	1,805
1931 - 10,338	"	5,936		2,543
1932 - 2,924	"	110		1,839
1933 - 2,119	"	224	1,145	
1934 - 1,455	"	438		67
1935 - 428	"	14		

Following are records of traffic census. All except 1937 show average traffic during the first week in August - 6 A.M. to 10 P.M. 1937 census was one day only - 1st Wednesday in August. Same hours as above. Owen Sound to Springmount is the first two sections mentioned under the heading "In 1925" - i.e. 1.1 miles waterbound macadam and about 0.5 miles of 10' concrete strip.
Springmount to Jackson is the remainder of the road.
Traffic divides at Springmount, some going west on the Springmount-Jackson road and the remainder going northwest through Hepworth to Sauble Beach and the Bruce Peninsula via Wiarton.

	1926	1927	1928	1929	1930	1931	1932	1933	1937
Owen Sound to Springmount	402	670	821	1131	1206	1164	1226	1026	1300
Springmount to Jackson	212	346	412	790	611	539	470	580	528

This road is locally known as the Jackson Road or the Southampton Road, and is situated in the Township of Derby, Grey County.

Lambton County:

The only road project for which it is possible to give data is a part of Lambton County Road #2, the location being from 15-16 Sideroad between Concessions XI and XII in the Township of Sombra easterly through Sombra, Dawn and Euphemia Townships to the Middlesex boundary, a distance of 26.5 miles.

(a) At the time the County took over this road, it had a narrow grade without surface metal, and little improved drainage.
(b) 22 miles of road widened to prevailing County standard, drainage improved, and 5 culverts lengthened to conform with roadway. Expenditure for 5 year period, $26,394.00.
(c) During 5 year period.
(d) As to maintenance costs before improvements, it may be noted it was under jurisdiction of respective townships. An approximate rate would be $15 per mile per year. Since the improvements, including costs of resurfacing-metal, maintenance costs were $126 per mile per year for a 5-year period.
(e) Before construction traffic was entirely local in character, whereas now considerable commercial and other traffic uses this road as a cross county route.

This road traverses level clay sections, in its western portion, and sandy sections in the east.

Ontario County:

Road running from North Oshawa, easterly, known as Oshawa Suburban Road No. 22. The local name is Five Points to Taunton Road. This road is 2.7 miles long and extends easterly on the fourth Concession Line of the Township of East Whitby into the County of Durham.

1919 - Assumed as a County Road

1924 - Assumed as an Oshawa Suburban Road. Condition when assumed as a County Road - fair. Township Road with narrow roadway. Condition when assumed as an Oshawa Suburban Road: surface improved but roadway still narrow.

1925 - Graded and Ditched. Maintenance cost per mile prior to 1925 was $137.17. Maintenance cost per mile since 1925 was $304.80. The application of dust preventative accounts for the higher maintenance costs per mile in later years. Average traffic per 14-hour day, prior to 1925 - [illegible]8; since 1925 - 438.

Ontario County (continued).

History of Construction.

1925	Concrete and pipe culverts	$1898.96
1926	Grading, ditching and gravelling	3482.74
1927	Extension to concrete bridge	1343.73
1928	Concrete pavement .7 miles x 20' wide	19902.47
	Total construction	$26627.90

Wellington County

This road is west of Harriston, and is known locally as the Ninth Concession of Minto and until recently as County Road 53. It has all been widened and improved in recent years and appears to offer itself as a somewhat typical subject, due chiefly to its short mileage.

In the order requested, the information is as follows:

(a) Before improvement the grade was generally narrow and highly-crowned; surfaced with rather rough pit-run gravel.

(b) Road construction consisted of widening the grade to twenty-eight or thirty feet and adding relatively finely crushed gravel to the surface. In addition, a narrow bridge was replaced with a concrete structure having a twenty foot roadway.

(c) The work was carried out at different times, the final stretch being widened in 1935.

(d) Maintenance costs per mile were as follows:

1922	$244
1923	438
1924	231
1925	312
1926	240
1927	175
1928	85
1929	135
1930	34
1931	85
1932	133
1933	322
1934	211
1935	189
1936	243
1937	Assumed as addition to the system of King's Highways.

(e) Traffic has increased greatly in the past few years.

Department of Highways, Ontario,
January 28th, 1938.

In re Royal Commission on
Highway Transportation.

Question 11: Mileage of highways cleared of snow and kept open during winter, year by year since first started.

Answer: as follows.

Mileage of Highways Snow Cleared in Ontario,
1922 - 1937.

Winter of	King's Highways	County & Township Roads	Northern Development Roads.
1921-22	45 miles	1600 miles	
1922-23	205 "	1800 "	
1923-24	265 "	2000 "	
1924-25	293 "	2200 "	
1925-26	580 "	2300 "	
1926-27	840 "	2400 "	
1927-28	1257 "	2500 "	
1928-29	1322 "	2600 "	
1929-30	1596 "	2800 "	
1930-31	1988 "	3000 "	
1931-32	2310 "	3100 "	
1932-33	2394 "	3300 "	
1933-34	2600 "	3500 "	280 miles
1934-35	2970 "	3800 "	2150 "
1935-36	3300 "	4000 "	3710 "
1936-37	3743 "	4500 "	3810 "

Department of Highways, Ontario.
Toronto, November 22nd, 1937.

Question 12: Expenditure on Clearing Snow from Roads, Ontario.
(a) King's Highways, 1926-1937.

Answer: as follows:

	Total Snow and Ice Account	Snow Removal	Sanding Road Surface	Maintenance of Snow Fence
Jan. 1-Dec. 31, 1926	$72,469.41			
Average, per mile	38.59			
Jan. 1-Dec. 31, 1927	64,640.51			
Average, per mile	26.86			
Jan. 1-Dec. 31, 1928	142,149.48			
Average, per mile	60.37			
Jan. 1-Dec. 31, 1929	236,208.46			
Average, per mile	94.34			
Jan. 1-Dec. 31, 1930	418,946.88			
Average, per mile	160.12			
Jan. 1-Dec. 31, 1931	446,761.30	$249,141.87	$88,372.81	$109,246.62
Average, per mile	154.25	86.05	30.50	37.70
Jan. 1-Dec. 31, 1932	231,544.31	74,704.28	65,780.97	91,059.06
Average, per mile	78.04	25.18	22.17	30.69
Jan. 1-Dec. 31, 1933	173,352.64	44,320.04	72,357.07	56,675.53
Average, per mile	56.91	14.55	23.75	18.61
Jan. 1-Dec. 31, 1934	445,307.34	150,556.69	163,646.98	131,103.67
Average, per mile	127.73	43.19	46.94	37.60
Apr. 1,1935 to Mar. 31,1936	596,067.71	277,282.48	252,499.46	66,285.77
Average, per mile	163.13	75.89	69.10	18.14
Apr. 1,1936 to Mar. 31, 1937	468,446.83	114,379.78	279,102.16	74,964.89
Average, per mile	122.13	29.82	72.76	19.55

Department of Highways, Ontario,
November 22nd, 1937.

In re Royal Commission on
Highway Transportation.

Question 12: Expenditure on Clearing Snow from Roads, Ontario.
(b) County Roads.

Answer: No record for county roads is available until 1919 when a column on the maintenance summary for county roads was inserted, headed "Snow Shovelling." This has now been changed to "Snow Roads". Under these heads is included the purchase, erection and removal of snow fence, snow-clearing, purchase and application of material for sanding icy roads, and other expenditures of a similar nature. The totals are:

Year	Expenditure	Subsidy	
1919	$8,094.72	$3,670.30)	
1920	91,385.17	41,743.43)	
1921	15,850.95	6,935.41)	60% for Provincial
1922	21,736.58	9,982.08)	County Roads.
1923	64,624.88	29,380.50)	40% for County Roads.
1924	124,446.10	56,537.33)	
1925	78,095.74	37,756.02)	50% for revised system, & 40% for old system.
1926	93,168.89	46,584.44)	
1927	47,037.42	23,518.71)	
1928	78,281.14	39,140.57)	
1929	88,264.63	44,132.32)	
1930	174,298.74	87,149.37)	
1931	173,273.59	86,636.79)	
1932	76,090.92	38,045.46)	50%
1933	52,253.22	26,126.61)	
1934	121,138.56	60,569.28)	
1935	138,713.23	69,356.62)	
1936	296,962.34	148,481.17)	
Totals	$1,743,716.82	$855,746.41	

NOTE: The above figures are included in those given in answer to Question 2 (2).

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Question 12: Expenditure on Clearing Snow from Roads, Ontario.
(c) Township Roads.

Answer: No record is available of expenditure for clearing snow from Township Roads.

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Question 12: Expenditure on Clearing Snow from Roads, Ontario.
(d) Colonization Roads.

Answer: Colonization Roads, 1935-1936.

1935	$3,925.42
1936	1,464.45

Snow ploughing was not done prior to 1935 by the Colonization Roads Branch. Expenditures are borne 100% by the Department.

Department of Highways, Ontario,
November 22nd, 1937.

In re Royal Commission on
Highway Transportation.

Question 12: Expenditure on Clearing Snow from Roads, Ontario.
(e) Northern Development Roads - 1934-37.

Answer: As follows:

1934	$ 4,195.00
1935	42,496.00
1936	94,209.00
1937	90,950.00

Department of Highways, Ontario.
December 22nd, 1937.

In re Royal Commission on Highway Transportation.

Question 13: Miles of snow fence erected, by years, and annual cost of such operations?

Answer: As below:

(a) Snow Fence on King's Highways.

Year	Feet Purchased	Miles Erected	Total Cost.
1926	100,000	18.9	$ 7,125.00
1927	300,000	75.57	21,498.75
1928	491,600	167.9	35,520.25
1929	550,000	270.4	40,284.63
1930	1,300,000	513.8	94,391.90
1931	1,212,000	738.3	109,246.62
1932	210,000	770.7	91,059.06
1933	43,000	771.1	56,675.53
1934	773,000	909.8	131,103.67
1935	705,000	1,034.2	66,285.77
Jan. 1, 1936 - March 31, 1937	446,000	1,108.3	74,964.89

NOTE: The annual cost for the years 1926 to 1930 inclusive are estimated. From 1931, actual costs are given.

(b) Snow Fence on County Roads.

Year	Miles Erected	Total Cost.
1936	400	$15,664.00

NOTE: The Province paid half the above mentioned cost. Figures prior to 1936 are not available.

(c) Snow Fence on Township Roads.

No figures are available for township roads.

(d) Snow Fence on Northern Development Roads.

Year	Feet Purchased	Miles Erected	Total cost, Estimated.
1934	39,000	7.4	$ 2,778.75
1935	120,280	30.1	8,617.10
Jan. 1,1936 - March 31,1937	8,780	31.4	822.10

Department of Highways, Ontario,
December 14th, 1937.

In re Royal Commission on
Highway Transportation.

Question 14: What are the deciding factors, as to whether or not any road should be kept open for motor traffic?

Answer: Public demand, which is largely based on volume of traffic, determines whether or not a highway should be kept open in the winter.

In many cases in Northern Ontario roads are opened to permit the hauling of logs, pulp wood, mining supplies, etc., and to make outlying districts easily accessible to the main highways.

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Question 15: Traffic flow sheets or tabular data showing volume of passenger car, bus and truck traffic on all highways in all years that counts were made.

Answer: As below:

Traffic Counts, Ontario, 1914 - 1932.

1st traffic count taken in 1914 - Shown on pp. 102 - 218, Annual Report for 1915

2nd " " " " 1922 - " " " 98 - 109, Annual Report for 1922

3rd " " " " 1924 -
4th " " " " 1925 - " " " 84 - 161, Annual Report for 1924-25
5th " " " " 1926 -

5th " " " " 1926 -
6th " " " " 1927 - " " " 74 - 186, Annual Report for 1926-27

7th " " " " 1928 -
8th " " " " 1929 - " " " 66 - 180, Annual Report for 1928-29

9th " " " " 1930 -
10th " " " " 1931 - " " " 90 - 217, Annual Report for 1930-31

11th " " " " 1932 - " " " 58 - 71, Annual Report for 1932.

Traffic Counts, Ontario, 1932- 1937.

Attached also are:

Civic Holiday Week End Count, 1932
Labour Day " " " , 1932 and 1936
Winter Count 1932
Winter Count 1933-34
October 9, 10, and 11th 1937.

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Question 16: Statistics showing annual mileages of passenger cars and commercial vehicles of all classifications and weights.

Answer: No information available.

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Question 17: Particulars of any studies made by or for the Department for the purpose of developing or re orting upon the tonnage carried on the highways by private commercial vehicles, or as to the class of commodities transported over the highways.

Answer: No such studies made.

Department of Highways,
Ontario.
Toronto, November 23, 1937.

In re Royal Commission on
Highway Transportation.

Question 18: Statistics of accidents on the highways, as to class of vehicle involved.

Answer: See copies of Annual Reports of the Department of Highways supplied you for the various years. The Annual Report for 1935 gives the information requested for the years 1932-1935 at page 103.

As for the year 1936, there is attached hereto 6 photostat copies of "Summary of Motor Vehicle Accidents, Ontario, 1936".

Photostat

Department of Highways, Ontario.
Toronto, November 25th, 1937.

In re Royal Commission on
Highway Transportation

Question 19: A complete set of the reports of the Department of Highways since its formation, and all highway reports prior to the formation of the Department.

Answer: Copies of the following Departmental reports sent:

Department of Highways 1903 - 1936

1. Annual Report of the Commissioner of Highways, 1903
2. Annual Report of the Commissioner of Highways, 1905
3. Annual Report on Highway Improvement, 1907
4. Annual Report on Highway Improvement, 1909
5. Annual Report on Highway Improvement, 1910
6. Annual Report on Highway Improvement, 1912
7. Annual Report on Highway Improvement, 1914
8. Annual Report on Highway Improvement, 1915
9. Annual Report on Highway Improvement, 1916
10. Annual Report on Highway Improvement, 1917
11. Annual Report of the Dept. of Public Highways, 1918
12. Annual Report of the Dept. of Public Highways, 1919
13. Annual Report of the Dept. of Public Highways, 1920
14. Annual Report of the Dept. of Public Highways, 1921
15. Annual Report of the Dept. of Public Highways, 1922
16. Annual Reports of the Dept. of Public Highways, 1926, 1927
17. Annual Reports of the Dept. of Highways, 1928 and 1929
18. Annual Reports of the Dept. of Highways, 1930 and 1931
19. Annual Reports of the Dept. of Highways, 1932
20. Annual Reports of the Dept. of Highways, 1933-34
21. Annual Report of the Dept. of Highways, 1936 (for the fiscal year ending March 31st, 1936).

Department of Northern Development 1912 - 1936

1. Report of the Minister of Lands, Forests and Mines, 1912
2. Report of the Minister of Lands, Forests and Mines, 1913
3. Report of Northern Development Branch, 1914
4. Report of the Minister of Lands, Forests and Mines, 1916
5. Report of the Minister of Lands, Forests and Mines, 1917
6. Report of the Minister of Lands, Forests and Mines, 1918
7. Report of the Minister of Lands, Forests and Mines, 1919
8. Report of the Minister of Lands and Forests, 1920
9. Report of the Minister of Lands and Forests, 1921
10. Report of the Minister of Lands and Forests, 1922
11. Report of the Minister of Lands and Forests, 1923
12. Report of the Minister of Lands and Forests, 1924
13. Report of the Dept. of Northern Development, 1925
14. Report of the Dept. of Northern Development, 1926
15. Report of the Dept. of Northern Development, 1928
16. Report of the Dept. of Northern Development, 1929
17. Report of the Dept. of Northern Development, 1930
18. Report of the Dept. of Northern Development, 1931
19. Report of the Dept. of Northern Development, 1932
20. Report of the Dept. of Northern Development, 1933
21. Report of the Dept. of Northern Development, 1934
22. Report of the Dept. of Northern Development, 1935
23. Report of the Dept. of Northern Development, 1936 (for the fiscal year ending March 31,1936.

Department of Highways, Ontario,
December 3, 1937.

Section 13: ... compile and of the reports
of the Department of Highways
since its formation, and all
Highway reports prior to the
formation of the Department.

Copies of the following Departmental reports sent:

Department of Highways 1909 - 1956

1. Annual Report of the Commissioner of Highways, 1909
2. Annual Report of the Commissioner of Highways, 1910
3. Annual Report on Highway Improvement, 1907
4. Annual Report on Highway Improvement, 1909
5. Annual Report on Highway Improvement, 1910
6. Annual Report on Highway Improvement, 1912
7. Annual Report on Highway Improvement, 1914
8. Annual Report on Highway Improvement, 1915
9. Annual Report on Highway Improvement, 1916
10. Annual Report on Highway Improvement, 1917
11. Annual Report of the Dept. of Public Highways, 1919
12. Annual Report of the Dept. of Public Highways, 1920
13. Annual Report of the Dept. of Public Highways, 1920
14. Annual Report of the Dept. of Public Highways, 1921
15. Annual Report of the Dept. of Public Highways, 1922
16. Annual Reports of the Dept. of Public Highways, 1923, 1927
17. Annual Reports of the Dept. of Highways, 1928 and 1929
18. Annual Reports of the Dept. of Highways, 1930 and 1931
19. Annual Reports of the Dept. of Highways, 1932
20. Annual Reports of the Dept. of Highways, 1933-34
21. Annual Report of the Dept. of Highways, 1935 (for the fiscal year ending March 31st, 1936).

Department of Northern Development 1912 - 1956

1. Report of the Minister of Lands, Forests and Mines, 1912
2. Report of the Minister of Lands, Forests and Mines, 1913
3. Report of Northern Development Branch, 1914
4. Report of the Minister of Lands, Forests and Mines, 1916
5. Report of the Minister of Lands, Forests and Mines, 1917
6. Report of the Minister of Lands, Forests and Mines, 1918
7. Report of the Minister of Lands, Forests and Mines, 1919
8. Report of the Minister of Lands and Forests, 1920
9. Report of the Minister of Lands and Forests, 1921
10. Report of the Minister of Lands and Forests, 1922
11. Report of the Minister of Lands and Forests, 1923
12. Report of the Minister of Lands and Forests, 1924
13. Report of the Dept. of Northern Development, 1925
14. Report of the Dept. of Northern Development, 1926
15. Report of the Dept. of Northern Development, 1927
16. Report of the Dept. of Northern Development, 1928
17. Report of the Dept. of Northern Development, 1929
18. Report of the Dept. of Northern Development, 1930
19. Report of the Dept. of Northern Development, 1931
20. Report of the Dept. of Northern Development, 1932
21. Report of the Dept. of Northern Development, 1933
22. Report of the Dept. of Northern Development, 1934
23. Report of the Dept. of Northern Development, 1935
24. Report of the Dept. of Northern Development, 1936 (for the fiscal year ending March 31, 1936).

In re Royal Commission on
Highway Transportation

Question 20: A copy of the report of the special commission on highways under the Chairmanship of Mr. C. O. McGrath, made about 1915.

Answer: No copy of this report is available in the Department. It may be consulted in the Legislative Library.

Department of Highways, Ontario,
December 4, 1937.

In re Royal Commission on
Highway Transportation.

Question 21: Annual statistics of motor vehicle licenses issued of various classes since licenses first issued.
Also licenses by classes for the various counties and cities for 1937.

Answer: Statistics requested covering Motor Vehicle registrations in Ontario, 1904-36.

Motor Vehicle Registrations, Ontario,
1904-1936 Inclusive.

Year	Passenger Cars	Comm. Motor Vehicles	Trailers	Motor Cycles	Public Vehicles	Public Comm. Vehicles.
1904	535					
1905	553					
1906	1,176					
1907	1,530					
1908	1,754					
1909	2,452					
1910	4,230					
1911	11,339					
1912	16,268			1,754		
1913	23,700			2,900		
1914	31,724			3,633		
1915	42,346			4,174		
1916	51,326	2,618		4,287		
1917	78,861	4,929		5,180		
1918	101,845	7,529		5,002		
1919	127,860	11,428		5,516		
1920	155,861	16,204		5,496		
1921	181,978	19,554	327	4,989		
1922	210,333	24,164	463	4,799		
1923	245,815	28,612	591	4,325		
1924	271,341	31,488	778	3,941	102	
1925	303,736	34,690	1,058	3,748	216	
1926	343,992	39,012	1,398	3,345	384	
1927	386,903	43,442	1,962	3,159	480	
1928	429,426	48,416	3,281	3,197	522	945
1929	473,222	55,218	4,903	3,541	587	1,118
1930	490,906	61,690	7,111	3,924	643	1,155
1931	489,713	64,256	9,996	4,070	629	3,900
1932	462,923	61,347	12,998	4,088	590	3,383
1933	453,314	59,760	16,311	4,370	494	4,235
1934	470,617	64,436	19,871	4,468	513	4,086
1935	489,610	67,590	24,232	4,506	597	4,834
1936	514,211	70,693	27,930	4,553	667	6,231
1937	541,784	75,683	31,741	4,581	703	6,570

NOTE:
Public Vehicles (Buses) and Public Commercial Vehicles are included in Commercial Motor Vehicle and Trailer Registrations.

Department of Highways, Ontario,
November 26th, 1937.

In re Royal Commission on
Highway Transportation.

Question 22: Registration statistics since first kept, showing distribution of trucks and buses in different weight classes.

Answer: Statistics requested covering the years 1925 to 1936, inclusive, follow.

Department of Highways, Ontario.
November 29th, 1937.

COMMERCIAL CARS REGISTERED IN ONTARIO, BY CARRYING CAPACITY, 1917 - 1924

Capacity	1917	1918	1919	1920	1921	1922	1923	1924	1935	1936
½ ton	2,113	2,567	1,526	5,313	2,163	9,084	9,940	11,624	6,608	27,849
1 ton	1,563	3,274	8,254	8,163	13,863	10,496	11,693	12,897	6,266	15,586
1½ "	236	356	524	895	1,286	1,766	3,291	3,190	3,185	8,265
2 "	277	474	528	884	956	1,183	1,387	1,257	4,630	5,146
2½ "	24	23	57	155	237	365	519	598	2,739	3,029
3 "	473	169	171	209	197	271	479	526	2,233	2,636
3½ "	102	115	193	294	330	315	420	412	1,867	2,675
4 "	24	429	37	59	68	93	163	253	682	892
4½ "	--	1	4	12	19	50	118	91	1,226	1,328
5 "	94	102	110	196	281	407	472	359	95	95
5½ "	--	1	4	7	10	5	3	2	55	70
6 "	13	14	12	16	10	21	14	1	3	5
6½ "	--	1	5	7	2	3	4	1	3	3
7 " and up	10	3	3	4	1	1	1	--	27	29
Electric					50	--	--	--	2,971	3,085
Municipal					81	104	108	277	7,590	70,693
Total	4,929	7,529	11,428	16,204	19,554	24,164	28,612	31,488		

Department of Highways, Ontario,
November 29, 1937.

COMMERCIAL CARS REGISTERED IN ONTARIO, BY CARRYING CAPACITY, 1917 - 1924

Capacity	1917	1918	1919	1920	1921	1922	1923	1924
½ ton	2,113	2,567	1,526	5,313	2,163	9,084	9,940	11,624
1 ton	1,563	3,274	8,254	8,163	13,863	10,496	11,693	12,897
1½ "	236	356	524	895	1,286	1,766	3,291	3,190
2 "	277	474	528	884	956	1,183	1,387	1,257
2½ "	24	23	57	155	237	365	519	598
3 "	473	169	171	209	197	271	479	526
3½ "	102	115	193	294	330	315	420	412
4 "	24	429	37	59	68	93	163	253
4½ "	--	1	4	12	19	50	118	91
5 "	94	102	110	196	281	407	472	359
5½ "	--	1	4	7	10	5	3	2
6 "	13	14	12	16	10	21	14	1
6½ "	--	1	5	7	2	3	4	1
7 " and up	10	3	3	4	1	1	1	--
Electric					50	--	--	--
Municipal					81	104	108	277
Total	4,929	7,529	11,428	16,204	19,554	24,164	28,612	31,488

Department of Highways, Ontario,
November 29, 1937.

In re Royal Commission on
Highway Transportation.

Question 23: Record of field observations showing actual loaded weight of trucks and relation between gross weight and capacity rating.

Answer: No records are available except of convictions for excess loads. For statements of convictions see answer to Question 39.

Department of Highways, Ontario,
November 26th, 1937.

In re Royal Commission on
Highway Transportation.

Question 24: Classification of commercial vehicles by type of business, private, contract or common carrier, etc.

Question 36: The distribution of licensed public commercial and private commercial trucks by gross weights for years 1925 to 1937 inclusive.

Answer: The attached statement indicates the number of vehicles registered as common carriers, contract carriers and private vehicles, subdivided by gross weights.

The figures for Private vehicles were obtained by deducting from the total registrations for the years shown, the total number of vehicles licensed as Public Commercial Vehicles during the nearest corresponding license year. As the vehicle registration year does not coincide with the Public Commercial Vehicle license year, the figures cannot be considered as absolute but may be taken as an accurate indication of ratios.

"Unclassified" throughout indicates Government-owned and Municipally-owned vehicles. These are not classified according to weight.

Department of Highways, Ontario,
December 10th, 1937.

C. 24 and 36.

Trucks and Tractors in Ontario.

In re Royal Commission on Highway Transportation.

Private Commercial Vehicles, Common Carriers and Contract Carriers Classified by Years and Gross Weights.

Gross Weight	1928 P.C.V. Class A	1928 P.C.V. Class D	1928 Private	1929 P.C.V. Class A	1929 P.C.V. Class D	1929 Private	1930 P.C.V. Classes A & E	1930 P.C.V. Class D	1930 Private
Less than 2 tons			15750			16895			19231
Of 2 tons and up to 3 tons			19878			21009			20585
More than 3 tons and up to 4 tons	159		3778	146		6619	166		9358
More than 4 tons and up to 5 tons	71		1971	81		2598	86		3283
More than 5 tons and up to 6 tons	72		1481	75		1599	85		1652
More than 6 tons and up to 7 tons	48		1009	58		1222	46		1294
More than 7 tons and up to 8 tons	369		1817	332		1774	327		1670
More than 8 tons and up to 9 tons	57		354	104		560	96		761
More than 9 tons and up to 10 tons	69		286	115		820	128		1282
More than 10 tons and up to 11 tons			50	2		29			46
More than 11 tons and up to 12 tons			175			115			78
More than 12 tons and up to 13 tons						1			
More than 13 tons and up to 14 tons	1								
More than 14 tons and up to 15 tons	2								
Unclassified			1022			1064			1516

Gross Weight	1931 P.C.V. Classes A,B,C & E	1931 P.C.V. Class D	1931 Private	1932 P.C.V. Classes A,B, C & E	1932 P.C.V. Class D	1932 Private	1933 P.C.V. Classes A,B,C & E	1933 P.C.V. Class D	1933 Private
Less than 2 tons			20690	45	3	21237	86	3	22271
Of 2 tons and up to 3 tons			18793	193	8	15842	134	11	16043
More than 3 tons and up to 4 tons	173	31	10619	589	10	9821	194	24	8000
More than 4 tons and up to 5 tons	276	21	3661	504	29	3437	363	41	3297
More than 5 tons and up to 6 tons	472	11	1335	334	14	1584	375	30	1700
More than 6 tons and up to 7 tons	476	18	906	189	6	1193	613	48	833
More than 7 tons and up to 8 tons	705	53	1120	318	45	1235	647	62	635
More than 8 tons and up to 9 tons	261	25	497	162	28	470	332	22	219
More than 9 tons and up to 10 tons	496	37	987	357	38	1048	304		830
More than 10 tons and up to 11 tons			40			2	3	1	
More than 11 tons and up to 12 tons	3	2	58		1	24	7	1	2
More than 12 tons and up to 13 tons									1
More than 13 tons and up to 14 tons						5			3
More than 14 tons and up to 15 tons	2			4		21			14
Unclassified.			2490			2551			2613

Gross Weight	1934 P.C.V. Classes A,B,C & E	1934 P.C.V. Class D	1934 Private	1935 P.C.V. Classes A,B,C & E	1935 P.C.V. Class D	1935 Private	1936 P.C.V. Classes A,B,C,E,F&H	1936 P.C.V. Class D	1936 Private
Less than 2 tons	35	5	24439	55	3	26550	113	5	27731
Of 2 tons and up to 3 tons	202	14	16109	223	19	16024	225	11	15350
More than 3 tons and up to 4 tons	331	28	8005	357	29	7799	424	21	7820
More than 4 tons and up to 5 tons	431	47	3845	467	32	4131	503	25	4618
More than 5 tons and up to 6 tons	445	26	2068	530	36	2173	566	22	2441
More than 6 tons and up to 7 tons	481	30	1408	591	42	1600	847	37	1552
More than 7 tons and up to 8 tons	445	58	1154	528	86	1263	1124	72	1477
More than 8 tons and up to 9 tons	214	26	431	222	40	420	458	20	414
More than 9 tons and up to 10 tons	309	29	941	372	36	818	508	31	789
More than 10 tons and up to 11 tons	2		23	1		94	8		87
More than 11 tons and up to 12 tons		2	21		2	53	7	3	60
More than 12 tons and up to 13 tons	2		1	3			3	2	
More than 13 tons and up to 14 tons			3			3	1		2
More than 14 tons and up to 15 tons			20	1		26	1		28
Unclassified			2816			2971			3085

Department of Highways, Ontario.
December 13th, 1937.

Q. 24 and 36.

TRAILERS.

Private Vehicles, Common Carriers and Contract Carriers Classified by Years and Gross Weights.

In re Royal Commission on Highway Transportation.

Gross Weight	1928 P.C.V. Class A	1928 P.C.V. Class D	1928 Private	1929 P.C.V. Class A	1929 P.C.V. Class D	1929 Private	1930 P.C.V. Classes A & E	1930 P.C.V. Class D	1930 Private
Less than 1 ton			2154			3328			5171
Of 1 ton and up to 2 tons			315			469			591
More than 2 tons and up to 3 tons			170			205			217
More than 3 tons and up to 4 tons			130	15		149	14		157
More than 4 tons and up to 5 tons	16		124	19		157	13		247
More than 5 tons and up to 6 tons	17		85	35		93	51		118
More than 6 tons and up to 7 tons			28	5		48	31		45
More than 7 tons and up to 8 tons	51		73	121		94	98		152
More than 8 tons and up to 9 tons			2	3		1	5		3
More than 9 tons and up to 10 tons	1		4	5		11	9		12
More than 10 tons and up to 11 tons				2					
More than 11 tons and up to 12 tons									
More than 12 tons and up to 13 tons									
More than 13 tons and up to 14 tons									
More than 14 tons and up to 15 tons									
Unclassified			111			145			177

Gross Weight	1931 P.C.V. Classes A,B,C & E	1931 P.C.V. Class D	1931 Private	1932 P.C.V. Classes A,B,C & E	1932 P.C.V. Class D	1932 Private	1933 P.C.V. Classes A,B,C & E	1933 P.C.V. Class D	1933 Private
Less than 1 ton			7627			10556			13811
Of 1 ton and up to 2 tons			736			706			614
More than 2 tons and up to 3 tons			202	18	1	218	12	4	217
More than 3 tons and up to 4 tons	88	9	57	37	7	144	50	6	152
More than 4 tons and up to 5 tons	144	11	124	100	6	173	134	14	181
More than 5 tons and up to 6 tons	156	19	32	60	14	130	176	17	14
More than 6 tons and up to 7 tons	128	15		65	11	45	233	14	
More than 7 tons and up to 8 tons	216	17	116	156	10	157	237	19	80
More than 8 tons and up to 9 tons			12	1		5	11		1
More than 9 tons and up to 10 tons	26	6	5	2		20	5		33
More than 10 tons and up to 11 tons			1						
More than 11 tons and up to 12 tons									
More than 12 tons and up to 13 tons									
More than 13 tons and up to 14 tons									
More than 14 tons and up to 15 tons						7			8
Unclassified			323			331			356

Gross Weight	1934 P.C.V. Classes A,B,C & E	1934 P.C.V. Class D	1934 Private	1935 P.C.V. Classes A,B,C & E	1935 P.C.V. Class D	1935 Private	1936 P.C.V. Classes A,B,C,E,F & H	1936 P.C.V. Class D	1936 Private
Less than 1 ton			17151			21056			24270
Of 1 ton and up to 2 tons			602			718	21		847
More than 2 tons and up to 3 tons	19	3	177	34	13	183	28	4	267
More than 3 tons and up to 4 tons	55	8	149	66	9	166	46	5	170
More than 4 tons and up to 5 tons	175	19	158	172	13	181	142	7	207
More than 5 tons and up to 6 tons	182	25	128	204	29	120	133	26	173
More than 6 tons and up to 7 tons	164	21	18	231	39	36	242	40	112
More than 7 tons and up to 8 tons	214	15	162	291	25	205	440	21	245
More than 8 tons and up to 9 tons			11	17	1		3	1	13
More than 9 tons and up to 10 tons	22	1	18	16		38	45	1	34
More than 10 tons and up to 11 tons									1
More than 11 tons and up to 12 tons									
More than 12 tons and up to 13 tons									
More than 13 tons and up to 14 tons									
More than 14 tons and up to 15 tons			7			9			12
Unclassified			367			362			373

Department of Highways, Ontario
December 13th, 1937.

In re Royal Commission on
Highway Transportation.

Question 25: Regulations and procedure governing the issuance of permits.

Answer: Regulations and procedure governed by

The Highway Traffic Act

The Public Vehicle Act

The Commercial Vehicle Act and the Regulations passed thereunder

are attached.

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Question 26: Nature of the regulations governing the operation of each class of commercial vehicle.

Answer: It is presumed that this question relates to public commercial vehicles. Copies of the Commercial Vehicle Act and the Regulations respecting Public Commercial Vehicles are attached.

- - - - - - - - - - - - - - - - -

Question 27: How are regulations enforced, and by whom?

Answer: A force of five special inspectors, attached to the Motor Vehicles Branch, continuously patrol the highways in motor cars, apprehending offending operators of public commercial vehicles, principally at provincial weigh scales.

Flagrant violations of the Act or Regulations result in prosecutions.

Minor infractions draw warnings.

Provincial Police motorcycle patrol officers also enforce the Act and Regulations.

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Question 28: What regulations govern interprovincial or international bus or trucking operations, and under what authority.

Answer: No regulations are in effect in relation to either interprovincial or international operations other than attached regulations relating to operations of public vehicles and public commercial vehicles between the Provinces of Quebec and Ontario and Manitoba.

Department of Highways, Ontario,
November 26th, 1937.

In re Royal Commission on
Highway Transportation.

Question 29: Are there any Dominion regulations governing the operation of trucks or buses?

Answer: No.

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Question 30: What types of commodities are hauled on Ontario highways?

Answer: Practically all types of commodities which may be transported by any other form of transportation.

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Question 31: Present scale of Registration and other Motor Vehicle Fees.

1. Passenger vehicles of various categories.
2. Trucks of various categories.
3. Truck and trailer combination - trailers, etc.
4. Farmers' trucks.

Answer: Attached are schedules of fees charged pursuant to Regulations passed under

The Highway Traffic Act,

The Commercial Vehicle Act,

The Public Vehicle Act.

Department of Highways, Ontario,
November 26th, 1937.

In re Royal Commission on
Highway Transportation.

Question 32: Gasoline Tax:-
How is it collected, and by whom?
Is it ordinary provincial revenue, or is it especially earmarked for any special purpose?
Dates and extent of any increase or decrease?

Answer:

The Gasoline Tax Act first came into force in the Province of Ontario on May 11th, 1925. The rate of taxation was 3¢ per imperial gallon. The tax was increased to 5¢ per gallon on March 28th, 1929 and to 6¢ per gallon on March 25th, 1932.

The Gasoline Tax Act, being Chapter 55 of the Revised Statutues of Ontario, 1927, Section 6 of The Statutue Law Amendment Act 1931, and the Gasoline Tax Act, 1932, were repealed at the Session of the Legislature in 1936 and the Gasoline Tax Act, Ontario Statutues 1936, Chapter 25, was passed to replace them. The tax is levied on all gasoline purchased, or delivery of which is received by a purchaser.

"Purchaser", according to the Act, means any person purchasing or receiving delivery of gasoline for his own use.

The tax is collected by all dealers in gasoline in the Province and is paid to licensed collectors who are under agreement with the Minister of Highways. These licensed collectors file with the Department monthly statements, together with remittances in accordance with the statements filed.

The Highway Improvement Act, R.S.O., 1927, Chapter 54, Sub-section 8, provides that the gasoline tax be specially ear-marked for the credit of the Highway Improvement Fund. The tax is taken into Ordinary Revenue.

1937 - Cap. 52 s 8
s 1 d.

Department of Highways, Ontario,
December 9, 1937.

In re Royal Commission on
Highway Transportation.

Question 33: Statistics of average annual mileages of passenger cars and commercial vehicles of all classifications and weights?

Answer: The only departmental record of mileages is in respect of public vehicles (buses).

as follows:

Mileages Operated by Public Vehicles (Buses) in Ontario, 1936.

Over County Roads	2,684,185
Over Provincial Highways	8,132,139
	10,816,324

Average mileage over County Roads	4,024
Average mileage over Provincial Highways	12,192

Department of Highways, Ontario.
Toronto, November 24, 1937.

In re Royal Commission on
Highway Transportation.

Question 35: By years 1925 to 1937 inclusive:

(a) The number of public commercial vehicle operators holding licenses by classes.

(b) The number of commercial trucks under license.

Answer: (a) As given below.

(b) See answer to Question 36.
It is assumed that by "commercial" trucks is meant private commercial vehicles.

Department of Highways, Ontario,
December 10th, 1937.

Q. 35 (a)

Number of Public Commercial Vehicle Licenses in Ontario,
Classified by Gross Weight of Vehicles,
(a) Class A, 1928 - 1937.

In re Royal Commission on Highway Transportation.

Year	No. of License Holders	No. of Vehicles.	TRUCKS AND TRACTORS Gross Tonnage 2	3	4	5	6	7	8	9	10	11	12	13	14	15	TRAILERS. Gross Tonnage 2	3	4	5	6	7	8	9	10	11	12	13	14	15	FROM	TO
1928	325	945			159	71	72	48	369	57	69				1	2			8	16	17	4	51		1						Sept. 17/28	to Feb. 28/29
1929	283	1118			146	81	75	58	332	104	115	2							15	19	35	5	121	3	5	2					June 1/29	to Dec. 31/29
1930	220	975			123	58	42	31	295	91	121								14	13	48	31	94	5	9						Jan. 1/30	to Dec. 31/30
1931	225	1235			38	83	98	128	245	122	182								45	72	55	42	111		14						Jan. 1/31	to Mar. 31/32
1932	213	1061	3	9	44	61	88	64	144	91	230					3		7	21	67	37	51	123	1	17						Apr. 1/32	to Mar. 31/33
1933	227	1390	8	26	37	62	93	157	162	114	165	1	1					8	24	91	102	149	178	11	1						Apr. 1/33	to Mar. 31/34
1934	230	1528	4	13	31	85	159	166	155	139	210	1						5	21	113	108	129	174		15						Apr. 1/34	to Mar. 31/35
1935	247	1825	11	23	44	74	151	211	188	124	262	1						19	33	119	139	178	230	17	1						Apr. 1/35	to Mar. 31/36
1936	257	2100	5	21	33	81	82	247	320	190	338	1	4		1	1	2	12	18	99	81	180	356	1	27						Apr. 1/36	to Mar. 31/37
1937	249	2208	10	15	30	72	63	205	336	221	371	1	2			1	1	9	6	70	83	218	433	13	48						Apr. 1/37	to Oct. 31/37
(b) Class B, 1931 - 1937.																																
1931	103	123			8	14	48	18	13	5	10		3			2					1		1							Jan. 1/31	to Mar. 31/32
1932	134	160			48	47	14	13	22	4	7								4	1										Apr. 1/32	to Mar. 31/33
1933	132	171	16	10	16	38	28	22	15	9	4								6	4	1		2							Apr. 1/33	to Mar. 31/34
1934	119	147	10	23	37	28	26	8	5	1	1							4	2	1	1									Apr. 1/34	to Mar. 31/35
1935	126	169	18	16	6	28	31	28	19	7	3								6	3	2		2							Apr. 1/35	to Mar. 31/36
1936	122	174	37	29	34	19	29	5	10								5	2	2		2									Apr. 1/36	to Mar. 31/37
1937	105	160	1	2	38	22	33	17	26	7	6							1	4		3									Apr. 1/37	to Oct. 31/37
(c) Class C, 1931 - 1937.																																
1931	807	1269			62	93	128	168	293	79	201		1						24	27	62	58	68		5					Jan. 1/31	to Mar. 31/32
1932	450	759	9	42	128	98	80	44	91	47	99					1		5	12	30	23	14	33		3					Apr. 1/32	to Mar. 31/33
1933	321	693	11	26	52	61	65	71	83	48	87		2					3	16	36	42	39	48		3					Apr. 1/33	to Mar. 31/34
1934	356	749	7	19	45	86	72	89	114	52	86	1		2				4	15	47	38	28	36		7					Apr. 1/34	to Mar. 31/35
1935	430	878	7	21	58	86	88	104	137	66	93			3		1		8	17	41	36	44	54		15					Apr. 1/35	to Mar. 31/36
1936	545	1095	7	21	48	92	72	169	284	70	110	2		3			3	5	16	27	40	44	65		17					Apr. 1/36	to Mar. 31/37
1937	654	1231	9	22	46	87	100	171	310	147	122	3	2	3	1	3	1	5	9	22	45	61	70	2	13				1	Apr. 1/37	to Oct. 31/37
(d) Class D, 1931 - 1937.																																
1931	73	275			31	21	11	18	53	25	37		2						9	11	19	15	17		6					Jan. 1/31	to Mar. 31/32
1932	82	231	3	8	10	29	14	6	45	28	38		1					1	7	6	14	11	10							Apr. 1/32	to Mar. 31/33
1933	112	317	5	11	24	41	30	48	62	22		1	1					4	6	14	17	14	19							Apr. 1/33	to Mar. 31/34
1934	129	357	5	14	28	47	26	30	58	26	29		2					3	8	19	25	21	15		1					Apr. 1/34	to Mar. 31/35
1935	149	454	3	19	29	32	36	42	86	40	36		2					13	9	13	29	39	25	1						Apr. 1/35	to Mar. 31/36
1936	100	354	5	11	21	25	22	37	72	20	31		3	2				4	5	7	26	40	21	1	1					Apr. 1/36	to Mar. 31/37
1937	100	365	5	9	13	24	20	32	62	47	29		4	2				3	6	3	23	48	31		2				2	Apr. 1/37	to Oct. 31/37

Department of Highways, Ontario,
December 10th, 1937.

Number of Public Commercial Vehicle Licenses in Ontario,
Classified by Gross Weight of Vehicles,
(e) Class E, 1930 - 1937.

In re Royal Commission on Highway Transportation.

Q. 35 (a)
Second page.

Year	No. of License Holders	No. of Vehicles.	TRUCKS AND TRACTORS Gross Tonnage 2	3	4	5	6	7	8	9	10	11	12	13	Pass. Car	TRAILERS. Gross Tonnage. 2	3	4	5	6	7	8	9	10	11	12	13	14	15	FROM	TO
1930	152	180			43	28	43	15	32	5	7									3		4							Jan. 1/30	to Dec.31/30
1931	780	998			65	86	198	162	154	55	103							19	47	38	28	36		7					Jan. 1/31	to Mar.31/32
1932	1059	1172	33	142	369	298	152	68	61	20	21					6			2										Apr. 1/32	to Mar.31/33
1933	1232	1664	51	72	89	202	189	363	387	161	48	2	4			1	4	3	33	45	9		1						Apr. 1/33	to Mar.31/34
1934	1132	1305	14	147	218	232	188	218	171	22	12					6	17	14	35	7	4								Apr. 1/34	to Mar.31/35
1935	1266	1508	19	163	249	279	260	248	184	25	14					7	10	9	27	9	5								Apr. 1/35	to Mar.31/36
1936	539	689	22	28	94	91	106	134	148	32	17	2						1	3	2	9								Apr. 1/36	to Mar.31/37
1937	502	647	27	116	132	108	85	73	70	19	2		1		1	2		1	2	4	2	2							Apr. 1/37	to Oct.31/37

(f) Class F, 1936 - 1937

Year	No. of License Holders	No. of Vehicles.	Gross Tonnage 2	3	4	5	6	7	8	9	10	11	12	13	14	15	FROM	TO
1936	1328	1606	12	102	188	196	242	263	353	166	43	3	3				Apr. 1/36	to Mar.31/37
1937	1279	1700	10	109	161	224	226	269	411	146	71		2	1			Apr. 1/37	to Oct.31/37

(g) Class H, 1936 - 1937

Year	No. of License Holders	No. of Vehicles.	Gross Tonnage 2	3	4	5	6	7	8	9	10	11	12	13	14	15	FROM	TO
1936	96	213	30	24	27	24	35	29	9								Apr. 1/36	to Mar.31/37
1937	109	236	19	29	42	29	46	22	12								Apr. 1/37	to Oct.31/37

Year	No. of License Holders	No. of Vehicles.	TRAILERS. Gross Tonnage. 2	3	4	5	6	7	8	9	10	11	12	13	14	15	FROM	TO
1936	1328	1606			1	1	5	15	10	2	1						Apr. 1/36	to Mar.31/37
1937	1279	1700	2	10	14	10	12	21			1						Apr. 1/37	to Oct.31/37

Year	No. of License Holders	No. of Vehicles.	TRAILERS. Gross Tonnage. 2	3	4	5	6	7	8	9	10	11	12	13	14	15	FROM	TO
1936	96	213	10	9	9	4	2	1									Apr. 1/36	to Mar.31/37
1937	109	236	8	13	9	3	4										Apr. 1/37	to Oct.31/37

Department of Highways, Ontario,
December 10, 1937.

In re Royal Commission on
Highway Transportation

Question 38: Schedules and rates of fare in effect on various routes by motor bus operators.

Answer: Only one copy of these is available. It may be consulted at the Department of Highways.

Department of Highways, Ontario,
December 4, 1937.

In re Royal Commission on
Highway Transportation.

Question 39: The number of violations of the Public Commercial Vehicle Act, the Public Vehicle Act, the Highway Traffic Act, and the Regulations under these Acts reported to the Department of Highways, or to the Minister, since January 1st, 1936, by all commercial vehicles, including motor buses, private commercial vehicles, and public commercial vehicles.

So far as public commercial vehicles are concerned this information should be distributed to show the classes of offences involved, divided as between the various classes of operators.

Answer: Statement of convictions registered under the Highway Traffic Act for violations of the provisions of the Act which apply exclusively or principally to commercial motor vehicles, follows; also a statement of the convictions registered under the Commercial Vehicle Act, and the Regulations passed thereunder.

Convictions for Offences Against the Highway Traffic Act, Ontario, Relating Exclusively or Principally to Commercial Motor Vehicles and Trailers.

Section 15.	Excess width or length of vehicle and load.	220
Section 31.	Gross weight in excess of that for which permit issued, or failure to produce permit when required.	2714
Section 32.	Refusal to have load weighed or produce inventory showing weight of truck and load.	14
Section 33.	Illegal load. Failure to mark an overhanging load or to load in such a manner that no portion of the load might become dislodged.	83
Section 34.	Failure to display name and address of owner or failure to have reflector attached.	1024

Convictions Registered from Jan. 1, 1936 to Oct. 31,1937 for Breaches of the Commercial Vehicle Act and Public Commercial Vehicle Regulations, Classified According to Offence, by Class of P. C. V. License of Offender.

Class of Operator	Sec. 3 C.V.Act	Par. 5 Reg.	Par. 9	Par. 10	Par. 17	Par. 18	Par. 19	Total
"A"	145	69	1	18	32	13		278
"B"	2	1						3
"C"	93	48		2	17	7		167
"D"	29	9	1	1	3	6		49
"E"	28	5			6			39
"F"	101	5(	2		2	2	1	158
"H"	11	3			3			17
Non P.C.V.	348							348
TOTAL	757	185	4	21	63	28	1	1059

Department of Highways, Ontario.
November 27th, 1937.

In re Royal Commission on
Highway Transportation.

Question 40: Copies of all regulations issued by the Department under various statutes for the licensing and regulation of commercial vehicles, including any regulations regarding insurance, bills of lading, uniform accounts, limitation of hours of work, wages, tariffs, fares, physical fitness of drivers, etc.

Answer: This information was furnished in answer to question 25.

Department of Highways, Ontario,
November 27th, 1937.

In re Local Ordinances on
Sidney Ferguson.

In re Royal Commission on
Highway Transportation.

Question No. 41: A schedule of motor vehicle license fees since first established, showing dates of changes in such fees from time to time.

Answer: Schedules follow.

Department of Highways, Ontario,
TORONTO, November 23rd, 1937.

FEES

1903, 1904, 1905.

Automobiles, all classes:-

Original	$2.00
Renewal	1.00

1905, 1907, 1908, 1909, 1910.

Automobiles, all classes:-

Original	$4.00
Renewal	2.00

1911, 1912, 1913, 1914.

Automobiles, all classes, $4.00. New sets $1.00. Motor Cycles $3.00 New sets .75¢. Dealers in "second-hand" motor vehicles (1 set of markers) $5.00. Manufacturers and Dealers (5 sets of markers) $25.00 Transfer fee $1.00.

1915, 1916.

Automobiles:-

	25 hp or less	$ 6.00
More than	25 hp up to 35 hp	10.00
" "	35 hp up to 50 hp	20.00
" "	50 hp.	25.00

Electric other than commercial vehicles 5.00

Commercial:-

Capacity of 2 tons or less	$ 5.00 per car
" of more than 2 tons	3.00 per ton

Motor cycles:- $3.00

Half Fees:-
From 1st October to 31st December in any year, half of foregoing fees.

Dealers:-

Motor Vehicle Manufacturers or Dealers (5 sets)	$25.00
Each additional set of markers	5.00
Motor cycle dealers (5 sets)	10.00

New Sets:-

Motor Vehicles	$ 2.00
Motor Cycles	1.00

Transfer Fee 1.00

Tourist Fee:-
Motor Vehicles registered in the State of New York entering Canada between 31st of August and 15th of September .50¢

1917, 1918

Automobiles:-

	25 hp or less	$10.00
More than	25 hp up to 35 hp	15.00

FEES (continued).

More than 35 hp up to 50 hp	$25.00
" " 50 hp	30.00
Electric	10.00

Commercial:-

Capacity of 2 tons or less	$10.00	per car
" over 2 tons	5.00	per ton

Motor cycles:- 3.00

Dealers:-

Motor Vehicle manufacturers or dealers (5 sets)	$25.00
Each additional set of markers	5.00
Motor cycle manufacturers or dealers (5 sets)	10.00

Half Fees:-
From 1st October to 31st December in any year, half of foregoing fees.

New Sets:-

Motor Vehicles	$ 1.00
Motor Cycles	1.00

Transfer:- 1.00

1919, 1920.

Automobiles:- As in 1917, 1918.

Commercial:-

Capacity of 2 tons or less	$10.00	
Over 2 tons not more than 8 tons	5.00	per ton
Over 8 tons not more than 10 tons	7.50	per ton
Over 10 tons	10.00	per ton

Dealers:-

Motor Vehicle manufacturers or dealers (1 set)	$20.00
For each additional set of markers	20.00

1921, 1922, 1923.

Passenger cars:-

	4 cyl.	6 cyl.	8-12 cyl.
25 hp or less	$13.00	$15.00	$20.00
More than 25 hp up to 35 hp	15.00	20.00	25.00
" " 35 hp up to 50 hp	20.00	30.00	35.00
" " 50 hp	30.00	35.00	40.00
Electric $15.00			

Commercial:-

2 tons or less	$13.00	
More than 2 tons up to 8 tons	6.00	per ton or fraction thereof
" " 8 tons up to 10 tons	7.50	" " " " "
" " 10 tons	10.00	" " " " "

(In determining carrying capacity of Motor Busses, seating capacity to be multiplied by 150 lbs.)

FEES (continued)

Trailers:-

1 ton or less	$ 2.00
More than 1 ton up to 2 tons	5.00
" " 2 tons	3.00 per ton or fraction thereof.

Motor cycles:- 3 .00

Dealers:-

Manufacturer's or dealer's permit Passenger	$20.00 per set
Additional sets	20.00 " "

Manufacturers or dealers permit Commercial Maximum fee chargeable for vehicle manufactured or dealt in:

Minimum fee	$20.00

Additional sets, as above.

Manufacturer's or Dealer's permit, motor cycle	5.00 per set
Additional sets	5.00 " "

New Sets:-

Motor vehicle markers	2.00
Motor cycles	1.00

Transfer Fee:-

Passenger or commercial	2.00
Motor cycles	1.00

In Transit markers:- .50

Municipally owned vehicles:-
Fire engines, etc., street flushers and sweepers, and municipally owned vehicles (other than passenger cars) $1.00

Half fees:-
From 1st September to 31st December, but NOT in respect of New Sets, Transfers, In Transits, or municipally owned vehicles.

1923. In addition to fees as above provided there shall be paid a "Service or Administration Fee" of $1.00

1924.

Passenger Cars:-

	4 Cyl.	6 Cyl.	8-12 Cyl.
25 hp or less	$14.00	$16.00	$21.00
More than 25 hp up to 35 hp	16.00	21.00	26.00
" " 35 hp up to 50 hp	21.00	31.00	36.00
" " 50 hp	31.00	36.00	41.00

Electric	$16.00
Steam	21.00

Commercial Vehicles:-

Less than 2 tons	$14.00
of 2 tons up to 3 tons	19.00
More than 3 tons up to 4 tons	25.00
" " 4 tons up to 5 tons	31.00
" " 5 tons up to 6 tons	37.00
" " 6 tons up to 7 tons	43.00
" " 7 tons up to 8 tons	49.00
" " 8 tons up to 9 tons	68.50
" " 9 tons up to 10 tons	76.00

FEES (continued).

More than 10 tons up to 11 tons	$111.00
" " 11 tons up to 12 tons	121.00
Electric less than 2 tons	11.00
Steam less than 2 tons	14.00

Trailers:-

Carrying capacity of 1 ton or less	3.00
More than 1 ton up to 2 tons	6.00
" " 2 " " " 3 "	10.00
" " 3 " " " 4 "	13.00
" " 4 " " " 5 "	16.00
" " 5 " " " 6 "	19.00
" " 6 " " " 7 "	22.00
" " 7 " " " 8 "	25.00
" " 8 " " " 9 "	28.00
" " 9 " " " 10 "	31.00

Motor Cycles:-	4.00

Dealers:-

Passenger Cars	$21.00
Additional Sets (each)	21.00
Commercial Vehicles, Fee shall be maximum for vehicle manufactured or dealt in.	
Minimum Fee	21.00
Additional sets (each) as above.	
Motor Cycles	6.00
Additional Sets (each)	6.00

New Sets:-	2.00

Transfers:-

Passenger or Commercial	2.00
Motor Cycle	1.00

In Transits:-	.50
Municipally owned vehicles:-	2.00

Half Fees:- 1st September to 31st December

Conversion:- Balance of fee as chargeable for class to which converted, plus New Set fee of $2.00.

1925.

Commercial Vehicles:-	Pneum. Tires	Solid Tires
Less than 2 tons	$16.00	$18.00
More than 2 tons up to 3 tons	24.00	27.00
" " 3 " " " 4 "	36.00	40.00
" " 4 " " " 5 "	45.00	50.00
" " 5 " " " 6 "	60.00	66.00
" " 6 " " " 7 "	70.00	77.00
" " 7 " " " 8 "	80.00	88.00
" " 8 " " " 9 "	99.00	117.00
" " 9 " " " 10 "	110.00	130.00
" " 10 " " " 11 "		154.00
" " 11 " " " 12 "		168.00

FEES (continued)

Dealers:-

Passenger Cars	$25.00
Additional sets	25.00
Commercial (minimum fee)	25.00
Additional sets	25.00
Motor Cycle	6.00
Additional sets	6.00

All other fees as in 1924.

1926.

Trailers; semi-trailers:-

1 ton or less	3.00
More than 1 ton up to 2 tons	6.00
" " 2 " " " 3 "	15.00
" " 3 " " " 4 "	20.00
" " 4 " " " 5 "	25.00
" " 5 " " " 6 "	30.00
" " 6 " " " 7 "	42.00
" " 7 " " " 8 "	48.00
" " 8 " " " 9 "	54.00
" " 9 " " " 10 "	60.00

1927, 1928, 1929.

Passenger cars:-

	4 Cyl.	6 Cyl.	8-12 Cyl.
25 hp or less	$ 9.00	$11.00	$16.00
More than 25 hp up to 35 hp	11.00	16.00	21.00
" " 35 hp up to 50 hp	16.00	26.00	31.00
" " 50 hp	26.00	31.00	36.00

Electric	$11.00
Steam	16.00

Motor Cycles:- 3.00

Commercials:-

Electric: 2 tons or less $16.00

	Pneu.	Solid
Commercial & Two-Purpose vehicles 2 tons or less	$16.00	$18.00
Commercial More than 2 tons up to 3 tons	24.00	27.00
" " 3 " " " 4 "	36.00	40.00
" " 4 " " " 5 "	45.00	50.00
" " 5 " " " 6 "	60.00	66.00
" " 6 " " " 7 "	70.00	77.00
" " 7 " " " 8 "	80.00	88.00
" " 8 " " " 9 "	99.00	117.00
" " 9 " " " 10 "	110.00	130.00
" " 10 " " " 11 "	132.00	154.00
" " 11 " " " 12 "	144.00	168.00

FEES (continued)

Trailers :-

1 ton or less	$3.00
More than 1 ton up to 2 tons	6.00
" " 2 " " " 3 "	15.00
" " 3 " " " 4 "	20.00
" " 4 " " " 5 "	25.00
" " 5 " " " 6 "	30.00
" " 6 " " " 7 "	42.00
" " 7 " " " 8 "	48.00
" " 8 " " " 9 "	54.00
" " 9 " " " 10 "	60.00

Dealers:-

Passenger Cars (1 set markers	$25.00
Additional sets	25.00
Commercial vehicles (1 set) min.fee	25.00
Additional sets as for original	

Licenses:-

Chauffeur Original	$2.00
" Renewal	1.00
Operator Original	1.00
" Renewal	1.00
Instruction permit	1.00
Examination fee	1.00

All other fees as in 1926.

1930, 1931.

Passenger Cars	
25 hp or less	5.00
More than 25 hp up to 35 hp	10.00
" " 35 hp up to 50 hp	20.00
Electric	10.00
Steam	15.00

Two-Purpose and Commercial Vehicles:-

	Pneu.Tires	Solid Tires
Less than 2 tons	9.00	14.00
More than 2 tons and up to 3 tons	15.00	24.00
" " 3 " " " " 4 "	24.00	36.00
" " 4 " " " " 5 "	40.00	45.00
" " 5 " " " " 6 "	54.00	60.00
" " 6 " " " " 7 "	63.00	70.00
" " 7 " " " " 8 "	72.00	80.00
" " 8 " " " " 9 "	90.00	117.00
" " 9 " " " " 10 "	100.00	130.00
" " 10 " " " " 11 "	132.00	154.00
" " 11 " " " " 12 "	144.00	168.00
" " 12 " " " " 13 "	156.00	
" " 13 " " " " 14 "	168.00	
" " 14 " " " " 15 "	180.00	

Motor Cycles:- 3.00

FEES (continued)

FEES (continued)

Trailers and Semi Trailers:-

of one ton or less	3.00
More than 1 ton up to 2 tons	6.00
" " 2 " " " 3 "	15.00
" " 3 " " " 4 "	20.00
" " 4 " " " 5 "	25.00
" " 5 " " " 6 "	30.00
" " 6 " " " 7 "	42.00
" " 7 " " " 8 "	48.00
" " 8 " " " 9 "	54.00
" " 9 " " " 10 "	60.00
" " 10 " " " 11 "	88.00
" " 11 " " " 12 "	96.00
" " 12 " " " 13 "	104.00
" " 13 " " " 14 "	112.00
" " 14 " " " 15 "	120.00

Dealers :-

Passenger Cars (1 set of markers)	20.00
Additional sets	20.00
Commercial Vehicles (1 set markers)	
Minimum fee	20.00
Additional Sets, as for original	

Municipally owned vehicles:-
As before, with addition of all commercial vehicles other than busses, operated by commissions on behalf of a municipality.

Instruction Permits:- .50

All other fees as in 1929.

1932.

Passenger Cars:-

4 Cylinders	7.00
6 "	12.00
8 "	20.00
12 "	30.00
16 "	40.00
Electric	20.00
Steam	20.00

Two-Purpose and Commercial Vehicles:-

	Pneu.Tires	Solid Tires
Less than 2 tons	10.00	16.00
2 tons and up to 3 tons	24.00	33.00
More than 3 tons up to 4 tons	36.00	48.00
" " 4 " " " 5 "	55.00	70.00
" " 5 " " " 6 "	72.00	90.00
" " 6 " " " 7 "	84.00	105.00
" " 7 " " " 8 "	96.00	120.00
" " 8 " " " 9 "	117.00	144.00
" " 9 " " " 10 "	130.00	160.00
" " 10 " " " 11 "	165.00	198.00
" " 11 " " " 12 "	180.00	216.00
" " 12 " " " 13 "	195.00	234.00
" " 13 " " " 14 "	210.00	252.00
" " 14 " " " 15 "	225.00	270.00

FEES (continued)

Trailers and Semi Trailers:-

of one ton or less	$ 3.00
More than 1 ton up to 2 tons	8.00
" " 2 " " " 3 "	18.00
" " 3 " " " 4 "	28.00
" " 4 " " " 5 "	45.00
" " 5 " " " 6 "	60.00
" " 6 " " " 7 "	70.00
" " 7 " " " 8 "	80.00
" " 8 " " " 9 "	99.00
" " 9 " " " 10 "	110.00
" " 10 " " " 11 "	143.00
" " 11 " " " 12 "	156.00
" " 12 " " " 13 "	169.00
" " 13 " " " 14 "	182.00
" " 14 " " " 15	195.00

All other fees as in previous year.

1933.

Passenger Cars:-

4 Cylinders		$ 7.00
6 "	up to and including 28 hp	12.00
6 "	over 28 hp	15.00
8 "	up to and including 35 hp	15.00
8 "	over 35 hp	20.00
12 "		30.00
16 "		40.00
Electric		20.00
Steam		20.00

Two-Purpose and Commercial Vehicles:-	Pneu.Tires	Solid Tires
of 2 tons and up to 3 tons	$ 24.00	$ 33.00
More than 3 tons up to 4 tons	48.00	60.00
" " 4 " " " 5 "	65.00	80.00
" " 5 " " " 6 "	84.00	102.00
" " 6 " " " 7 "	98.00	119.00
" " 7 " " " 8 "	112.00	136.00
" " 8 " " " 9 "	144.00	171.00
" " 9 " " " 10 "	170.00	200.00
" " 10 " " " 11 "	198.00	231.00
" " 11 " " " 12 "	228.00	264.00
" " 12 " " " 13 "	260.00	299.00
" " 13 " " " 14 "	294.00	366.00
" " 14 " " " 15 "	330.00	375.00

Trailers and Semi Trailers:-

of 1 ton or less	$ 3.00
More than 1 ton up to 2 tons	10.00
" " 2 " " " 3 "	21.00
" " 3 " " " 4 "	32.00
" " 4 " " " 5 "	50.00
" " 5 " " " 6 "	66.00
" " 6 " " " 7 "	77.00
" " 7 " " " 8 "	88.00
" " 8 " " " 9 "	108.00
" " 9 " " " 10 "	120.00

FEES (continued)

More than 10 ton up to 11 tons	$154.00
" " 11 " " " 12 "	168.00
" " 12 " " " 13 "	182.00
" " 13 " " " 14 "	196.00
" " 14 " " " 15 "	210.00

All other fees as in previous year.

1934.

For the registration of motor busses, i.e., public vehicles as defined in the Highway Traffic Act and motor vehicles designed and used exclusively for the transportation of passengers, having a seating capacity for ten or more passengers and having a combined weight and carrying capacity:

	Pneum.Tires	Solid Tires
Of less than 2 tons	$ 10.00	$ 16.00
" 2 tons up to 3 tons	24.00	33.00
More than 3 tons up to 4 tons	36.00	48.00
" " 4 " " " 5 "	55.00	70.00
" " 5 " " " 6 "	72.00	90.00
" " 6 " " " 7 "	84.00	105.00
" " 7 " " " 8 "	96.00	120.00
" " 8 " " " 9 "	117.00	144.00
" " 9 " " " 10 "	130.00	160.00
" " 10 " " " 11 "	165.00	198.00
" " 11 " " " 12 "	180.00	216.00
" " 12 " " " 13 "	195.00	234.00
" " 13 " " " 14 "	210.00	252.00
" " 14 " " " 15 "	225.00	270.00

All other fees as in previous year.

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In re Royal Commission on
Highway Transportation.

Question 42: All Expenditures by the Province on highways account, classified into expenditures for:

(a) Construction.
(b) Maintenance.

and subdivided into:

(1) Amounts expended by the Province on Provincial highways, and percentage such amount represented of total expended by all parties for such purpose on such class of highways (whether 100% or some lesser percent.)

(2) Amount expended by the Province on County Roads and percentage such amount represented of total expended by all parties.

(3) Amount expended by the Province on Township Roads and percentage such represented of total expended by all parties.

(4) Amount expended by the Province on urban streets and percentage such represented of total expended by all parties.

(5) Amount expended by the Province on any other roads, and percentage such represented of total expended.

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Question 43: Amounts expended annually on:

(a) Construction.
(b) Maintenance.

(1) On Provincial Highways.

(2) On County Roads systems

(3) On Township Road systems

(4) On urban streets forming part of a provincial, county or township road system.

(5) On any other roads not urban streets.

(6) On urban streets.

Answers to Questions 42 and 43 follow.

Department of Highways, Ontario,
November 29th, 1937.

42. (a) (b) (1)
43. (a) (b) (1)

In re Royal Commission on Highway Transportation

EXPENDITURE BY DEPARTMENT OF HIGHWAYS, ONTARIO, ON KING'S HIGHWAYS.

Years	Capital	Total Maintenance	Total Expenditure	Other Contributions	Total Department's Share	% of Total Paid by Province
	$	$	$	$	$	
1903 - 1920	5,707,375.55	1,232,783.68	6,940,159.23	84,825.53	6,855,333.70	98.8%
1921	8,373,361.93	1,944,901.89	10,318,263.82	2,365,876.34	7,952,387.48	77.1%
1922	10,413,330.30	2,214,849.07	12,628,179.37	3,899,979.99	8,728,199.38	69.1%
1923	14,453,595.69	3,114,778.71	17,568,374.40	1,882,446.90	15,685,927.50	89 %
1924	5,285,104.67	1,809,884.55	7,094,989.22	4,368,047.18	2,726,942.04	38.4%
1925	6,641,421.61	2,344,485.36	8,985,906.97	6,621,254.22	2,364,652.75	26 %
1926	5,301,672.70	1,981,766.74	7,283,439.44	2,417,396.76	4,866,042.68	66.8%
1927	7,332,982.96	2,409,933.75	9,742,916.71	1,862,087.13	7,880,829.58	81 %
1928	9,783,443.80	2,494,694.95	12,278,138.75	2,214,765.23	10,063,373.52	81 %
1929	10,659,313.33	2,616,085.46	13,275,398.79	2,524,216.85	10,951,181.94	81 %
1930	11,762,628.98	2,889,901.36	14,652,530.34	3,644,305.97	11,008,224.37	75 %
1931	11,093,183.77	2,310,971.37	13,404,155.14	3,369,307.89	10,034,847.25	75 %
1932	6,692,582.34	1,752,121.49	5,444,703.83	3,438,322.33	5,006,381.50	59.3%
1933	4,375,316.67	1,377,473.91	5,752,790.58	2,673,600.08	3,079,190.50	53.5%
1934	11,161,746.26	2,171,534.40	13,333,280.66	1,511,640.25	11,821,640.41	88.6%
1935	1,801,477.04	919,842.19	2,721,319.23	670,972.51	2,050,346.72	75.3%
1936	3,059,079.74	2,276,861.88	5,335,941.62	1,798,533.25	3,537,408.37	66.3%
March 31st, 1937	4,800,622.69	2,739,086.79	7,539,709.48	1,376,459.59	6,163,249.89	82 %
	138,698,240.03	38,601,957.55	177,300,197.58	46,724,038.00	130,576,159.58	

Note: The foregoing statement does not include expenditures made by the Toronto and Hamilton Highway Commission, but it does include the expenditure on the Toronto-Hamilton Highway after that road was taken over by the Province as a King's Highway.

Department of Highways, Ontario,
November 19, 1937.

42. (a) (b) (2)
43. (a) (b) (2)

In re Royal Commission on Highway Transportation

EXPENDITURE BY DEPARTMENT OF HIGHWAYS, ONTARIO,

ON COUNTY ROADS

		CONSTRUCTION			MAINTENANCE						
Years	Grants Paid	Provincial Grant $	Paid by Counties $	Total Expenditure, Construction $	Provincial Grant $	Paid by Counties $	Total Expenditure, Maintenance $	Total Paid by Department $	Total Paid by Counties $	Total Expenditure $	% Paid by Dept.
1903 - 1919	1903 - 1920	4,827,333.52	9,059,401.84	13,886,735.36	1,683,466.48	1,461,403.53	3,144,870.01	6,510,800.00	10,520,805.37	17,031,605.37	38.23%
1920	1921	2,726,450.50	3,007,478.87	5,733,929.37	908,816.84	1,314,117.51	2,222,934.35	3,635,267.34	4,321,596.38	7,956,863.72	45.69%
1921	1922	3,776,896.65	4,436,195.49	8,213,092.14	1,333,320.84	1,531,875.41	2,865,196.25	5,110,217.49	5,968,070.90	11,078,288.39	46.13%
1922	1923	3,193,403.50	3,712,591.06	6,905,994.56	1,064,467.84	1,192,029.39	2,256,497.23	4,257,871.34	4,904,620.45	9,162,491.79	46.47%
1923	1924	2,563,544.28	2,717,106.23	5,280,650.51	854,514.76	1,268,344.69	2,122,859.45	3,418,059.04	3,985,450.92	7,403,509.96	46.17%
1924	1925	2,410,337.70	2,164,361.52	4,574,699.22	803,445.90	1,483,306.50	2,286,752.40	3,213,783.60	3,647,668.02	6,861,451.62	46.84%
1925	1926	2,416,574.93	2,143,161.46	4,559,736.39	805,524.98	1,243,169.67	2,048,694.65	3,222,099.91	3,386,331.13	6,608,431.04	48.76%
1926	1927	1,832,328.62	2,132,412.21	3,964,740.83	1,046,396.22	827,308.07	1,873,704.29	2,878,724.84	2,959,720.28	5,838,445.12	49.30%
1927	1928	2,546,668.33	2,607,768.76	5,154,437.09	1,193,775.66	1,076,252.10	2,270,027.76	3,740,443.99	3,684,020.86	7,424,464.85	50.38%
1928	1929	3,064,586.59	3,320,874.58	6,385,461.17	1,294,991.10	1,103,968.15	2,398,959.25	4,359,577.69	4,424,842.73	8,784,420.42	49.63%
1929	1930	3,186,682.19	3,464,839.49	6,651,521.68	1,403,684.81	1,157,551.55	2,561,236.36	4,590,367.00	4,622,391.04	9,212,758.04	49.83%
1930	1931	3,124,643.02	3,318,361.49	6,443,004.51	1,293,053.08	1,193,366.68	2,486,419.76	4,417,696.10	4,511,728.17	8,929,424.27	49.47%
1931	1932	2,389,598.84	2,603,525.71	4,993,124.55	1,280,735.88	991,490.22	2,272,226.10	3,670,334.72	3,595,015.93	7,265,350.65	50.52%
1932	1933	867,080.60	1,117,251.54	1,984,332.14	1,238,813.12	991,265.44	2,230,078.56	2,105,893.72	2,108,516.98	4,214,410.70	49.97%
1933	1934	520,812.81	763,688.00	1,284,500.81	942,706.91	831,415.19	1,774,122.10	1,463,519.72	1,595,103.19	3,058,622.91	47.85%
1934	1934 - 5	583,993.45	1,256,820.12	1,840,813.57	682,764.52	868,190.87	1,550,955.39	1,266,757.97	2,125,010.99	3,391,768.96	37.35%
1935	1935 - 6	752,066.54	391,734.01	1,143,800.55	1,082,120.02	881,294.75	1,963,414.77	1,834,186.56	1,273,028.76	3,107,215.32	59.03%
1936	1936 - 7	759,001.65	610,956.06	1,369,957.71	1,175,472.63	892,758.19	2,068,230.82	1,934,474.28	1,503,714.25	3,438,188.53	56.26%
		41,542,003.72	48,828,528.44	90,370,532.16	20,088,071.59	20,309,107.91	40,397,179.50	61,630,075.31	69,137,636.35	130,767,711.66	47.13%

Notes: County road subsidies were authorized in 1901 with grants of 33 1/3% in aid of construction only. Simcoe and Wentworth counties received this subsidy in 1903 and the other 35 organized counties were lined up gradually, the last county to receive subsidy being Peterboro for the year 1919.

For work done in 1916, the grant on county road construction was raised from 33 1/3% to 40% and grants of 20% in aid of maintenance work were initiated.

Included with county roads above are expenditures made during 1918 to 1924 inclusive on Provincial County Roads. The subsidy was 60% for both construction and maintenance.

For work done in 1919 the maintenance grant on county roads was raised from 20% to 40%

At the end of 1924 the system of Provincial County Roads was abandoned.

In 1925 the County Road systems were revised and the mileage reduced. All work done in that year on the revised system was subsidized at 50% - the present rate. Work on the old systems was subsidized at 40% for the one year.

Department of Highways, Ontario
November 15, 1937.

42. (a) (b) (3)
43. (a) (b) (3)

In re Royal Commission on Highway Transportation

EXPENDITURE BY DEPARTMENT OF HIGHWAYS, ONTARIO,

ON TOWNSHIP AND INDIAN RESERVE ROADS

	CONSTRUCTION			MAINTENANCE						
Year	Provincial Grant	Paid by Twps. and Indian Res.	Total Expenditure Construction	Provincial Grant	Paid by Twps. and Indian Res.	Total Maintenance Expenditure	Total Provincial Grant	Total paid by Twps. and Indian Reserves	Total Expenditure	% Paid by Department
	$	$	$	$	$	$	$	$	$	
1920	150,267.65	689,868.80	840,136.45	176,401.16	651,626.11	828,027.27	326,668.81	1,341,494.91	1,668,163.72	19.57%
1921	316,738.76	1,261,062.82	1,577,801.58	384,610.85	1,503,437.90	1,888,048.75	701,349.61	2,764,500.72	3,465,850.33	20.24%
1922	307,962.20	1,029,944.02	1,337,906.22	361,520.85	1,470,679.90	1,832,200.75	669,483.05	2,500,623.92	3,170,106.97	21.12%
1923	282,375.85	991,596.34	1,273,972.19	331,484.69	1,388,788.54	1,720,273.23	613,860.54	2,380,384.88	2,994,245.42	20.54%
1924	293,851.73	957,213.00	1,251,064.73	344,956.38	1,516,080.18	1,861,036.56	638,080.11	2,473,293.18	3,112,101.29	20.53%
1925	451,812.76	1,021,858.04	1,473,670.80	543,175.97	1,177,599.33	1,720,775.30	994,988.73	2,199,457.37	3,194,446.10	31.15%
1926	597,246.07	1,508,176.45	2,105,422.52	723,642.46	1,433,941.64	2,157,584.10	1,320,888.53	2,942,118.09	4,263,006.62	30.98%
1927	751,337.12	1,906,636.86	2,657,973.98	864,670.75	1,729,460.29	2,594,131.04	1,616,007.87	3,636,097.15	5,252,105.02	30.77%
1928	887,378.73	2,119,523.26	3,006,901.99	931,775.04	1,772,220.68	2,703,995.72	1,819,153.77	3,894,743.94	5,713,897.71	31.84%
1929	1,088,720.29	2,518,138.27	3,606,858.56	1,068,011.72	1,893,289.77	2,961,301.49	2,156,732.01	4,411,428.04	6,568,160.05	32.83%
1930	1,166,630.91	2,106,765.62	3,273,396.53	1,183,799.58	1,527,319.96	2,711,119.54	2,350,430.49	3,634,085.58	5,984,516.07	39.5 %
1931	624,620.28	1,083,131.45	1,707,751.73	1,254,779.29	1,386,360.91	2,641,140.20	1,879,399.57	2,469,492.36	4,348,891.93	43.2 %
1932	377,149.01	688,057.28	1,065,206.29	1,014,826.02	1,088,332.22	2,103,158.24	1,391,975.03	1,776,389.50	3,168,364.53	43.93%
1933	249,197.78	682,051.98	931,249.76	765,716.76	819,690.38	1,585,407.14	1,014,914.54	1,501,742.36	2,516,656.90	40.33%
1934	131,905.29	1,043,663.67	1,175,568.96	490,179.60	1,311,278.84	1,801,458.44	622,084.89	2,354,942.51	2,977,027.40	20.87%
1935	411,107.40	419,763.74	830,871.14	869,800.51	1,244,752.72	2,114,553.23	1,280,907.91	1,664,516.46	2,945,424.37	43.48%
1936	481,096.97	232,426.35	713,523.32	1,338,134.47	936,959.59	2,275,094.06	1,819,231.44	1,169,385.94	2,988,617.38	60.87%
Total	8,569,398.80	20,259,877.95	28,829,276.75	12,647,486.10	22,851,818.96	35,499,305.06	21,216,884.90	43,114,696.91	64,331,581.81	

Notes: The above statement shows payments made under the Highway Improvement Act and should be used with the statement headed "Colonization Roads Branch" in answer to Questions 42 and 43, subsection 3.

From 1920 to 1924 subsidy was paid as follows: General work, 20%; Superintendence, 40%.

From 1925 to 1929 subsidy was increased to: General, 30%; Superintendence, 50%.

From 1930 to 1936 subsidy was increased to: General, 40%; Superintendence, 50%.

From 1937 subsidy was increased to 50% for all approved expenditure.

Under authority of R.S.O. 1927, Chapter 54, Section 46, Subsection 1, the Minister of Highways has authority to increase the subsidy from the minimum of 40% to 80%.

Department of Highways, Ontario,
November 16, 1937.

42. (a) (b) (3), second portion.
43. (a) (b) (3), second portion.

In re Royal Commission on Highway Transportation

STATEMENT OF EXPENDITURES BY COLONIZATION ROADS BRANCH

DEPARTMENT OF NORTHERN DEVELOPMENT

FROM 1867 - 1937

	CONSTRUCTION			MAINTENANCE			TOTAL EXPENDITURE			
Fiscal Year	Paid by Department	Paid by Townships	Total	Paid by Department	Paid by Townships	Total	Paid by Department	Paid by Townships	Total	% Paid by Department
1867 - 1920	$ 5,934,337.42	$ 669,651.14	$ 6,603,988.56	$4,045,226.62	$ 446,434.09	$4,491,660.71	$ 9,979,564.04	$1,116,085.23	$11,095,649.27	89.94%
1920 - 1921	303,708.48	107,555.97	411,264.45	247,354.98	71,703.99	319,058.97	551,063.46	179,259.96	730,323.42	75.46%
1921 - 1922	402,704.55	133,566.33	536,270.88	317,582.18	89,044.22	406,626.40	720,286.73	222,610.55	942,897.28	76.39%
1922 - 1923	496,713.59	161,492.72	658,206.31	391,328.67	107,661.80	498,990.47	888,042.26	269,154.52	1,157,196.78	76.74%
1923 - 1924	268,466.80	136,318.18	404,784.98	213,160.29	90,878.79	304,039.08	481,627.09	227,196.97	708,824.06	67.95%
1924 - 1925	284,645.60	154,020.80	438,666.40	223,194.11	102,680.53	325,874.64	507,839.71	256,701.33	764,541.04	66.43%
1925 - 1926	177,790.36	60,677.98	238,468.34	144,104.87	40,451.98	184,556.85	321,895.23	101,129.96	423,025.19	76.10%
1926 - 1927	298,913.25	192,055.10	490,968.35	223,261.56	128,036.74	351,298.30	522,174.81	320,091.84	842,266.65	62.00%
1927 - 1928	215,630.21	87,256.24	302,886.45	168,754.42	58,170.82	226,925.24	384,384.63	145,427.06	529,811.69	72.55%
1928 - 1929	243,338.95	92,261.48	335,600.43	190,774.72	61,507.66	252,282.38	434,113.67	153,769.14	587,882.81	73.84%
1929 - 1930	353,878.68	148,794.58	502,673.26	266,186.41	99,196.39	365,382.80	620,065.09	247,990.97	868,056.06	71.44%
1930 - 1931	292,617.18	136,855.49	429,472.67	223,714.05	91,236.99	314,951.04	516,331.23	228,092.48	744,423.71	69.36%
1931 - 1932	260,362.37	143,892.49	404,254.86	205,689.67	95,928.32	301,617.99	466,052.04	239,820.81	705,872.85	66.02%
1932 - 1933	119,422.38	71,575.27	190,997.65	109,277.80	47,716.85	156,994.65	228,700.18	119,292.12	347,992.30	65.72%
1933 - 1934	125,842.35	82,079.56	207,921.91	103,100.83	54,719.71	157,820.54	228,943.18	136,799.27	365,742.45	62.60%
1934 - 1935	88,649.77	57,313.70	145,963.47	64,430.68	38,209.13	102,639.81	153,080.45	95,522.83	248,603.28	61.58%
1935 - 1936	180,482.82	85,259.75	265,742.57	175,519.13	56,839.83	232,358.96	356,001.95	142,099.58	498,101.53	71.47%
1936 - 1937	182,588.05	97,244.45	279,832.50	167,560.38	64,829.66	232,390.04	350,148.43	162,074.11	512,222.54	68.36%
	$10,230,092.81	$2,617,871.23	$12,847,964.04	$7,480,221.37	$1,745,247.50	$9,225,468.87	$17,710,314.18	$4,363,118.73	$22,073,432.91	

Notes: The above statement covers expenditures made by the Colonization Roads Branch in townships covered in the area south of the French River and north of the townships included in the statement headed "Townships and Indian Reserves".

This statement is in addition to the "Township and Indian Reserve" statement. Both should be used to arrive at the answer to Questions 42 and 43, subsection 3.

Department of Highways, Ontario,
November 16, 1937.

42. (a) (b) (4)
43. (a) (b) (4)

In re Royal Commission on Highway Transportation

EXPENDITURE BY DEPARTMENT OF HIGHWAYS, ONTARIO

ON URBAN STREETS

Year	Direct Payments for work on Town & Village Sts.	Paid by Dept. to Counties for Urban Grants	Total Capital Expenditure	Direct Payments for work on Town & Village Sts.	Paid by Dept. to Counties for Urban Grants	Total Ordinary Expenditure	Total Expenditure
1916 - 1920	$ 2,900.00	$ 225,404.61	$ 228,304.61				$ 228,304.61
1920 - 1921	16,622.10	143,890.27	160,512.37				160,512.37
1921 - 1922	167,615.08	153,342.80	320,957.88				320,957.88
1922 - 1923	226,313.98	101,447.44	327,761.42				327,761.42
1923 - 1924	40,523.00	201,402.52	241,925.52				241,925.52
1924 - 1925	116,047.79	186,568.54	302,616.33				302,616.33
1925 - 1926	75,224.28	293,750.36	368,974.64				368,974.64
1926 - 1927	43,050.09	245,239.27	288,289.36		$ 21,735.04	$ 21,735.04	310,024.40
1927 - 1928	200,786.46	403,419.42	604,205.88		52,382.28	52,382.28	656,588.16
1928 - 1929	233,468.41	483,744.90	717,213.31	$ 2,815.82	13,836.87	16,652.69	733,866.00
1929 - 1930	136,709.54	228,806.51	365,516.05	13,080.08	83,884.66	96,964.74	462,480.79
1930 - 1931	97,641.18	168,971.33	266,612.51	9,558.59	85,622.93	95,181.52	361,794.03
1931 - 1932	108,238.98	34,480.98	142,719.96	3,760.98	110,695.36	114,456.34	257,176.30
1932 - 1933	26,726.12	29,371.94	56,098.06	2,823.88	110,341.00	113,164.88	169,262.94
1933 - 1934	48,896.56	42,528.99	91,425.55	9,557.90	52,500.24	62,058.14	153,483.69
1934 - 1935	21,179.60	30,565.24	51,744.84	192.36	51,737.87	51,930.23	103,675.07
1935 - 1936	666.91	31,075.10	31,742.01	4,655.60	51,774.94	56,430.54	88,172.55
1936 - 1937	2,868.41		2,868.41	7,249.76		7,249.76	10,118.17
	$1,565,478.49	$3,004,010.22	$4,569,488.71	$53,694.97	$634,511.19	$688,206.16	$5,257,694.87

The above figures are included in the statement showing Capital and Ordinary Expenditures on King's Highways, and also in the statement showing Grants Paid on County Roads.

It is impossible to state what percentage of the total expenditure the total payments are, because under the heading of Direct Payments, the Department's share of the expenditure amounted to, in the case of Towns 50% and in the case of Villages 75%, of the central 20 feet. Any expenditure outside that area was borne wholly by the Towns or Villages.

The heading "Paid by Department to Counties" covers the annual percentage paid by the Department to the Counties on the total they paid to the Towns and Villages.

Department of Highways, Ontario,
November 30, 1937.

42. (a) (b) (5)
43. (a) (b) (5)

In re Royal Commission on Highway Transportation

EXPENDITURE BY DEPARTMENT OF HIGHWAYS, ONTARIO,

ON ROADS IN NORTHERN ONTARIO.

Fiscal Year	CAPITAL			Total Maintenance Paid by Department	Total Department's Share	Other Contributions	Total	% of Total Paid by Department
	Department's Share	Other Contributions	Total					
1903 - 1920	$ 4,551,031.96		$ 4,551,031.96	$ 2,450,555.65	$ 7,001,587.61		$ 7,001,587.61	100%
1920 - 1921	915,932.02		915,932.02	493,194.17	1,409,126.19		1,409,126.19	100%
1921 - 1922	1,101,678.21		1,101,678.21	593,211.35	1,694,889.56		1,694,889.56	100%
1922 - 1923	1,747,298.46		1,747,298.46	940,853.02	2,688,151.48		2,688,151.48	100%
1923 - 1924	1,917,005.71		1,917,005.71	1,032,233.85	2,949,239.56		2,949,239.56	100%
1924 - 1925	2,197,846.21		2,197,846.21	1,183,455.65	3,381,301.86		3,381,301.86	100%
1925 - 1926	2,428,797.81		2,428,797.81	1,307,814.20	3,736,612.01		3,736,612.01	100%
1926 - 1927	2,344,783.01		2,344,783.01	1,598,578.76	3,943,361.77		3,943,361.77	100%
1927 - 1928	1,991,285.54		1,991,285.54	1,927,798.88	3,919,084.42		3,919,084.42	100%
1928 - 1929	3,342,029.21		3,342,029.21	1,729,776.18	5,071,805.39		5,071,805.39	100%
1929 - 1930	5,175,381.61		5,175,381.61	1,808,801.20	6,984,182.81		6,984,182.81	100%
1930 - 1931	5,932,885.77	$ 1,000,000.00	6,932,885.77	1,843,237.02	7,776,122.79	$ 1,000,000.00	8,776,122.79	88.6%
1931 - 1932	8,271,709.24	4,963,470.45	13,235,179.69	1,952,659.47	10,224,368.71	4,963,470.45	15,187,839.16	67.3%
1932 - 1933	3,787,631.25	90,528.02	3,878,159.27	909,745.70	4,697,376.95	90,528.02	4,787,904.97	98.1%
1933 - 1934	20,914,561.53	1,992,101.54	22,906,663.07	1,818,836.86	22,733,398.39	1,992,101.54	24,725,499.93	92%
1934 - 1935	8,431,806.28	1,089,464.18	9,521,270.46	569,977.18	9,001,783.46	1,089,464.18	10,091,247.64	89.2%
1935 - 1936	11,100,916.45	4,347,019.29	15,447,935.74	2,206,654.51	13,307,570.96	4,347,019.29	17,654,590.25	75.3%
1936 - 1937	3,198,293.96	3,860,006.30	7,058,300.26	1,304,139.60	4,502,433.56	3,860,006.30	8,362,439.86	53.8%
	$89,350,874.23	$17,342,589.78	$106,693,464.01	$25,671,523.25	$115,022,397.48	$17,342,589.78	$132,364,987.26	

43. (a) (b) (6) Figures are not available in the Department of Highways showing how much cities, towns and villages spent on their streets.

Department of Highways, Ontario,
November 16, 1937.

In re Royal Commission on
Highway Transportation.

Question 44: Detailed information as to cost of construction, maintenance, policing and administration of the Toronto-Hamilton highway under the Toronto and Hamilton Highway Commission, and the source of money expended thereon.

Answer: as follows:

MAINTENANCE.

Year	Total Maintenance	Less Net Receipts Fines	Net Maintenance.
1916	6,660.79	1,858.98	4,801.81
1917	8,800.64	9,707.22	906.58 Cr.
1918	24,337.90	26,317.57	1,979.67 Cr.
1919	27,217.08	14,973.27	12,243.81
1920	27,101.95	24,184.07	2,917.88
1921	30,579.18	23,907.72	6,671.46
1922	30,807.97	13,960.03	16,847.94
1923	38,324.22	4,963.78	33,360.44
1924	44,446.24	651.95	43,794.29
	$238,275.97	$120,524.59	$117,751.38

Included in the above figures are snow removal costs as follows:

1918	2,560.57
1919	905.30
1920	2,347.50
1921	1,157.68
1922	1,299.44
1923	2,205.03
1924	3,741.79
	$14,217.31

The Toronto-Hamilton Highway was assumed as a King's Highway on April 14th, 1925. Costs for 1925 and subsequent years are included in the King's Highway figures.

CONSTRUCTION.

Total cost including bridges $1,594,513.10

Cost contributed as follows:

City of Toronto	$297,055.08	
City of Hamilton	50,000.00	
Various other municipalities	579,279.29	
Commission (Province of Ontario)	668,178.73	1,594,513.10

The Toronto-Hamilton Highway was assumed as a King's Highway on April 14, 1925. Costs for 1925 and subsequent years are included in the King's Highway figures.

Department of Highways, Ontario,
December 29th, 1937.

Question 45: Sources of Provincial funds, year by year, for annual expenditures on highways.

In re Royal Commission on Highway Transportation

Answer: As follows.

HIGHWAY IMPROVEMENT FUND

GEO. V 1920, CHAP. 20, SEC. 3 AND AMENDMENTS

SOURCES OF FUNDS FOR HIGHWAYS

Fiscal Year	Statutory Grants	Motor Licenses Beginning 1919	Gasoline Tax	Sign Permits, Gas Pumps Etc.	Interest	Dominion Subsidy, Canada Highway Act	Repayments Counties, Cities, Etc.	Miscellaneous	Total
1901 - 1919	$13,000,000.00	$ 1,580,000.00							$ 14,580,000.00
1919 - 1920	10,000,000.00	1,990,833.38					$ 84,825.53		12,075,658.91
1920 - 1921	13,000,000.00	2,945,360.36				$1,315,633.67	685,242.67	$ 365,000.00	18,311,236.70
1921 - 1922	17,000,000.00	3,477,430.13				2,058,613.62	1,841,366.37		24,377,410.12
1922 - 1923	3,000,000.00	4,296,009.32				705,048.24	1,177,398.66		9,178,456.22
1923 - 1924	3,000,000.00	4,785,235.13		$ 1,864.15		839,303.48	3,268,334.39	260,409.31	12,155,146.46
1924 - 1925	3,000,000.00	5,638,993.38	$ 1,974,434.10	5,496.45		855,406.62	5,067,807.75	698,039.85	17,240,178.15
1925 - 1926	3,000,000.00	6,415,713.80	3,376,090.56	6,202.11	$ 3,808.53	50,000.00	1,977,814.99	389,581.77	15,219,211.76
1926 - 1927	3,000,000.00	5,964,863.63	4,032,941.72	12,153.81	14,953.21	53,269.37	1,372,673.18	436,144.58	14,886,999.50
1927 - 1928	3,000,000.00	6,470,151.79	4,607,379.75	18,487.29	25,105.28		1,950,806.64	263,958.59	16,335,889.34
1928 - 1929	3,000,000.00	7,848,448.58	8,497,593.94	19,681.77	26,516.17		2,172,153.18	352,063.67	21,916,457.31
1929 - 1930	3,000,000.00	5,547,254.58	10,756,835.83	27,224.17	37,092.88		3,249,942.81	394,363.16	23,012,713.43
1930 - 1931	3,000,000.00	5,610,442.80	10,950,645.39	29,203.50	25,119.69		2,917,900.84	451,407.05	22,984,719.27
1931 - 1932	3,000,000.00	7,376,672.73	12,341,237.78	50,504.97	59,567.33		3,242,283.91	196,038.42	26,266,305.14
1932 - 1933	3,000,000.00	7,421,159.84	12,692,056.88	63,425.11	37,920.29		2,517,393.22	156,206.86	25,825,162.20
1933 - 1934		8,049,714.00	12,961,343.55	61,736.98	19,474.58		1,406,351.16	105,289.09	22,603,909.36
1934 - 1935		6,138,807.12	4,789,718.72	35,208.47	4,608.81		309,465.18	361,507.33	11,639,315.63
1935 - 1936		9,144,264.77	15,021,993.70	67,687.16	49,884.79		1,768,343.72	30,189.53	26,082,363.67
1936 - 1937		10,916,491.08	15,764,158.33	86,444.69	31,864.39		1,365,067.48	11,392.11	28,175,418.08
	$86,000,000.00	$111,617,846.42	$117,703,430.25	$485,320.63	$335,915.95	$5,877,275.00	$36,375,171.68	$4,471,591.32	$362,866,551.25

Department of Highways, Ontario,
November 16, 1937.

In re Royal Commission on
Highway Transportation

Question 46: Record of Bond Issues specifically for highways, type of bond, length of term, retirements, sinking fund accumulations etc.

Other borrowings for Highway purposes, but bonds not specifically entitled Highway Bonds.

Answer: Ontario's funded and unfunded debt is established on the general credit of the Province and is not earmarked in any part against its assets.

Department of Highways, Ontario,
December 3, 1937.

ESTIMATED DIVISION OF REVENUE COLLECTED FOR REGISTRATION OF PASSENGER CARS,

COMMERCIAL MOTOR VEHICLES AND TRAILERS FOR NORTHERN ONTARIO AND SOUTHERN ONTARIO x

	PASSENGER CARS			COMMERCIAL MOTOR VEHICLES.			TRAILERS.		
	Northern Ontario	Southern Ontario	Total	Northern Ontario	Southern Ontario	Total	Northern Ontario	Southern Ontario	Total
1929-30	$ 300,676.54	$ 2,618,513.21	$ 2,919,189.75	$ 134,005.13	$1,261,881.72	$ 1,395,886.85	$ 3,666.28	$48,709.22	$ 52,375.50
1930-31	308,090.71	2,683,081.24	2,991,171.95	143,768.99	1,293,920.96	1,437,689.95	4,623.67	61,428.83	66,052.50
1931-32	427,206.52	3,888,010.88	4,315,217.40	190,442.05	1,658,510.80	1,848,952.85	8,813.98	97,378.52	106,192.50
1932-33	429,770.85	3,863,644.25	4,293,415.10	201,133.19	1,732,840.16	1,933,973.35	10,473.57	120,446.13	130,919.70
1933-34	478,933.57	4,126,196.99	4,605,130.56	250,469.17	1,908,748.45	2,159,217.62	12,266.97	143,011.13	155,278.10
Nov. 1/34-Mar. 31/35	374,898.26	3,229,931.24	3,604,829.50	232,662.73	1,599,327.97	1,831,990.70	11,260.68	121,217.87	132,478.55
Apr. 1/35-Mar. 31/36	538,279.89	4,637,488.26	5,175,768.15	310,515.38	2,134,488.07	2,445,003.45	18,560.27	199,795.83	218,356.10
1936-37	680,803.36	5,508,318.09	6,189,121.45	367,458.62	2,589,011.32	2,956,469.94	24,165.16	247,353.53	271,518.69

x As the accounting system of the Department of Highways does not provide for a separation of revenue by counties or districts, the above allocation of revenues is of necessity an estimate. The figures have been arrived at by multiplying the number of vehicles registered as owned in each of the two areas by the average registration fees.

Department of Highways, Ontario.
Dec. 4, 1937.

In re Royal Commission on

Highway Transportation.

Census of Truck Traffic, November 23 - 29, 1937.

Weights and Loads.

Dundas Forks Scales, No. 5 Highway.

Date	No. of Trucks	Gross Weight	Load Allowed	Load Carried	Actual Weight Passing Over	Diff. between Load Allowed & Carried	% of Carried to Allowed
Nov. 23	693	10,003,060	5,972,352	2,982,399	7,013,107	2,989,953	.525
Nov. 24	636	8,658,150	5,494,069	2,616,759	5,780,840	2,877,310	.478
Nov. 25	565	9,748,644	5,830,965	2,495,502	6,413,181	3,335,463	.428
Nov. 26	636	9,118,760	5,267,380	2,686,131	6,537,511	2,581,249	.509
Nov. 27	443	6,415,550	3,756,990	1,734,653	4,393,213	2,022,337	.46
Nov. 28	60	856,400	497,640	216,145	574,905	281,495	.434
Nov. 29	574	8,608,181	5,077,025	2,262,265	5,793,421	2,814,760	.445
Total	3607	53,408,745	31,896,421	14,993,854	36,506,178	16,902,567	.47.

Department of Highways, Ontario,
Dec. 23rd, 1937

In re Royal Commission on

Highway Transportation.

Census of Truck Traffic, November 23 - 29, 1937.

Weights and Loads of Public Commercial Vehicles.

Dundas Forks Scales, No. 5 Highway.

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Date	No. of Trucks	Gross Weight	Load Allowed	Load Carried	Actual Weight Passing Over	Diff. between Load Allowed & Carried	% of Carried to Allowed
Nov. 23	404	6,585,360	3,929,254	2,100,209	4,756,315	1,829,045	.534
Nov. 24	361	5,125,100	3,558,569	1,812,749	3,379,280	1,745,820	.509
Nov. 25	311	6,486,940	4,081,720	1,859,769	4,264,989	2,221,951	.45
Nov. 26	362	5,745,200	3,567,660	1,752,555	3,930,095	1,815,105	.49
Nov. 27	272	4,485,950	2,731,500	1,356,743	3,111,193	1,374,757	.496
Nov. 28	42	651,600	385,470	172,640	438,770	212,830	.44
Nov. 29	337	5,484,000	3,350,275	1,520,095	3,653,820	1,830,180	.45
Total	2089	34,506,150	21,604,448	10,574,760	23,534,462	11,029,688	.48

Department of Highways, Ontario,
December 23rd, 1937

In re Royal Commission on

Highway Transportation.

Census of Truck Traffic, November 23 - 29, 1937.

Weights and Loads of Private Commercial Vehicles.

Dundas Forks Scales, No. 5 Highway.

Date	No. of Trucks	Gross Weight	Load Allowed	Load Carried	Actual Weight Passing Over	Diff. between Load Allowed & Carried	% of Carried to Allowed
Nov. 23	289	3,417,700	2,043,098	882,190	2,256,792	1,160,908	.43
Nov. 24	275	3,533,050	1,935,500	804,010	2,401,560	1,131,490	.415
Nov. 25	254	3,261,704	1,749,245	635,733	2,148,192	1,113,512	.36
Nov. 26	274	3,373,560	1,699,720	933,576	2,507,416	866,144	.519
Nov. 27	171	1,929,600	1,025,490	377,910	1,282,020	647,580	.368
Nov. 28	18	204,800	112,170	43,505	136,135	68,665	.38
Nov. 29	237	3,124,181	1,726,750	742,170	2,139,601	984,580	.43
Total	1518	18,844,595	10,391,973	4,419,094	12,871,716	5,972,879	.415

Department of Highways, Ontario,
Dec. 23rd, 1937

In re Royal Commission on

Highway Transportation.

Census of Truck Traffic, November 23 - 29, 1937.

Classification of Loads.

Dundas Forks Scales, Highway No. 5.

Date	Agricultural No. of Trucks	Agricultural Pay Load x	Manufactures No. of Trucks	Manufactures Pay Load x	Merchandise No. of Trucks	Merchandise Pay Load x
Nov. 23	40	146,590	192	1,596,964	167	1,242,825
24	32	121,549	107	866,005	203	1,602,805
25	27	85,920	215	1,906,424	113	565,668
26	25	98,450	184	1,466,256	163	1,029,225
27	31	84,329	94	852,654	104	727,470
28	7	38,370	10	89,470	17	88,875
29	14	64,100	166	1,412,230	135	772,315
Total	176	639,308	968	8,190,003	902	6,029,183

x In cases of mixed loads, the pay load was allocated approximately equally among the classes of freight carried.

NOTE: Agricultural loads comprise supplies to and products from farms.
Loads classified as manufactures comprise full loads only of supplies to and products from manufacturing plants.
Merchandise loads comprise all other goods.

Department of Highways, Ontario,
December 21st, 1937

In re Royal Commission on

Highway Transportation.

Census of Truck Traffic, November 23 - 29, 1937.

Weights and Loads.

Welcome Scales, No. 2 Highway.

Date	No. of Trucks	Gross Weight	Load Allowed	Load Carried	Actual Weight Passing Over	Diff. between Load Allowed & Carried	% of Carried to Allowed
Nov. 23	511	9,382,800	5,503,521	3,258,655	7,137,934	2,244,866	.59
Nov. 24	705	9,669,800	5,830,640	3,548,975	7,388,135	2,281,665	.608
Nov. 25	717	10,381,900	6,181,162	3,480,367	7,681,105	2,700,795	.56
Nov. 26	1022	9,505,600	5,620,110	3,095,835	6,981,325	2,524,275	.55
Nov. 27	368	5,376,500	3,328,545	1,472,500	3,520,455	1,856,045	.44
Nov. 28	218	3,193,800	1,850,010	1,299,890	2,643,680	550,120	.7
Nov. 29	613	9,256,200	5,450,009	3,242,025	7,048,216	2,207,984	.59
Total	4154	56,766,600	33,763,997	19,398,247	42,400,850	14,365,750	.577

Department of Highways, Ontario,
Dec. 23rd, 1937

In re Royal Commission on

Highway Transportation.

Census of Truck Traffic, November 23 - 29, 1937.

Weights and Loads of Public Commercial Vehicles.

Welcome Scales, No. 2 Highway.

Date	No. of Trucks	Gross Weight	Load Allowed	Load Carried	Actual Weight Passing Over	Diff. between Load Allowed & Carried	% of Carried to Allowed
Nov. 23	317	6,667,000	3,954,088	2,490,552	5,203,464	1,463,536	.63
Nov. 24	454	6,970,600	4,338,815	2,737,000	5,368,785	1,601,815	.63
Nov. 25	485	7,664,800	4,620,782	2,744,297	5,788,315	1,876,485	.59
Nov. 26	423	6,870,500	4,175,715	2,391,180	5,085,965	1,784,535	.57
Nov. 27	258	4,130,000	2,496,075	1,241,415	2,875,340	1,254,660	.49
Nov. 28	156	2,403,000	1,435,310	1,012,695	1,980,385	422,615	.7
Nov. 29	409	6,634,600	4,005,700	2,476,670	5,105,570	1,529,030	.61
Total	2502	41,340,500	25,626,485	15,093,80	31,407,824	9,932,676	.60

Department of Highways, Ontario,
December 23rd, 1937

In re Royal Commission on

Highway Transportation.

Census of Truck Traffic, November 23 - 29, 1937.

Weights and Loads of Private Commercial Vehicles.

Welcome Scales, No. 2 Highway.

Date	No. of Trucks	Gross Weight	Load Allowed	Load Carried	Actual Weight Passing Over	Diff. between Load Allowed & Carried	% of Carried to Allowed
Nov. 23	194	2,715,800	1,549,433	768,103	1,934,470	781,330	.49
Nov. 24	251	2,699,200	1,491,825	811,975	2,019,350	679,850	.54
Nov. 25	232	3,045,900	1,737,630	809,985	2,118,255	927,645	.46
Nov. 26	599	2,307,200	1,267,145	630,740	1,670,795	636,405	.49
Nov. 27	110	1,246,500	832,470	231,085	645,115	601,385	.27
Nov. 28	62	790,800	414,700	287,195	663,295	127,505	.69
Nov. 29	204	2,621,600	1,444,309	765,355	1,942,646	678,954	.53
Total	1652	15,427,000	8,737,512	4,304,438	10,993,926	4,433,074	.495

Department of Highways, Ontario,
December 23rd, 1937.

In re Royal Commission on

Highway Transportation.

Census of Truck Traffic, November 23 - 29, 1937.

Classification of Loads.

Welcome Scales, No. 2 Highway.

Date	Agricultural		Manufactures		Merchandise	
	No. of Trucks	Pay Load x	No. of Trucks	Pay Load x	No. of Trucks	Pay Load x
Nov. 23	59	378,395	183	1,911,995	85	951,165
Nov. 24	53	360,770	244	1,749,295	220	1,670,310
Nov. 25	42	281,590	261	1,764,005	25[illegible]	1,764,005
Nov. 26	38	184,690	236	1,714,725	201	1,256,790
Nov. 27	15	[illegible]6,745	81	953,805	70	546,280
Nov. 28	18	96,875	47	597,905	88	644,035
Nov. 29	51	272,740	203	1,622,680	233	1,632,261
Total	276	1,621,805	1,255	10,314,410	1,158	8,464,846

x In cases of mixed loads, the pay load was allocated approximately equally among the classes of freight carried.

NOTE: Agricultural loads comprise supplies to and products from farms.
Loads classified as manufactures comprise full loads only of supplies to and products from manufacturing plants.
Merchandise loads comprise all other goods.

Department of Highways, Ontario,
December 21st, 1937

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